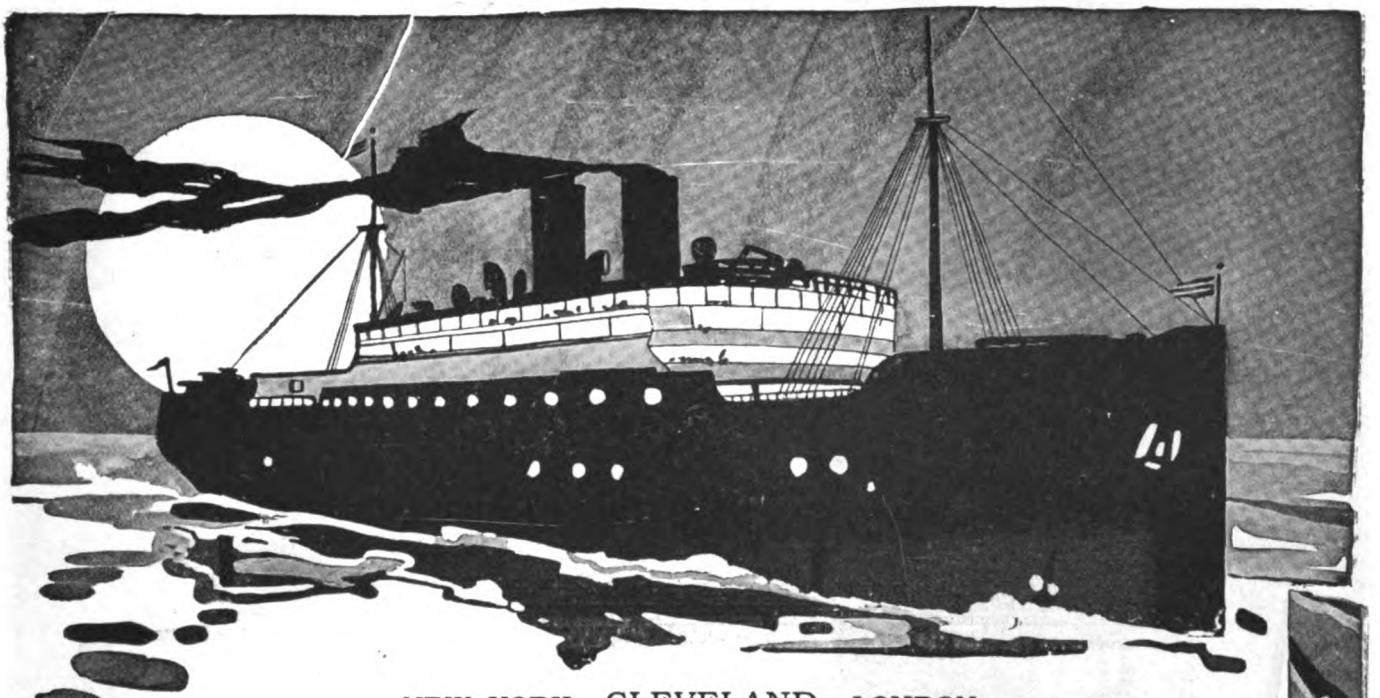

NEW YORK—CLEVELAND—LONDON

Marine Review

THE BUSINESS OF TRANSPORTATION BY WATER

Vol. 52 SEPTEMBER, 1922 No. 9

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IN THIS ISSUE

	Page		Page
Is Subsidy the Real Solution—I	361	Late Decisions in Maritime Law	380
Graph Shows Ship's Operations	364	Shipyards Take More Contracts	381
More Business in Sight for Pacific Ships	365	Photographs from Far and Near	382
Frisco Lines, Sales and Charters Active.	366	Risk Merger Indicative of More	385
Scrapping the Wooden Fleet	368	New Type of Marine Turbine	387
Editorial	372	Marine Business Statistics Condensed	390
Obituaries	374	Late Flashes on Marine Disasters	392
England May Revive Century Old Canals	375	Ocean Freight Rates	394
British Business Man Opposes Subsidy	377	Practical Ideas for the Engineer	395
What the British Are Doing	378	Activities in the Marine Field	397
Marine News in a Personal Way	379	Equipment Used Afloat, Ashore	403
		Business News for the Marine Trade	406

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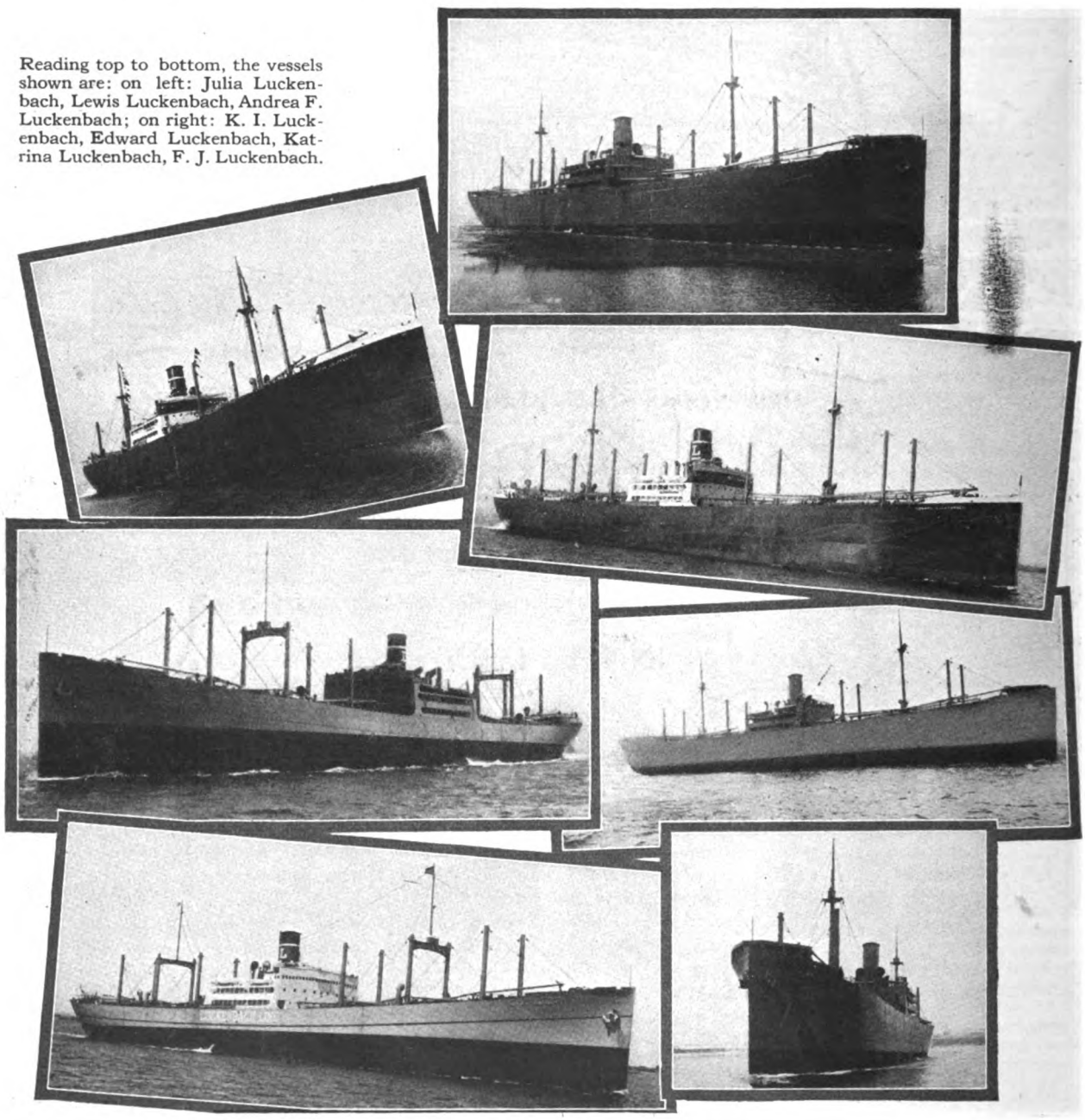

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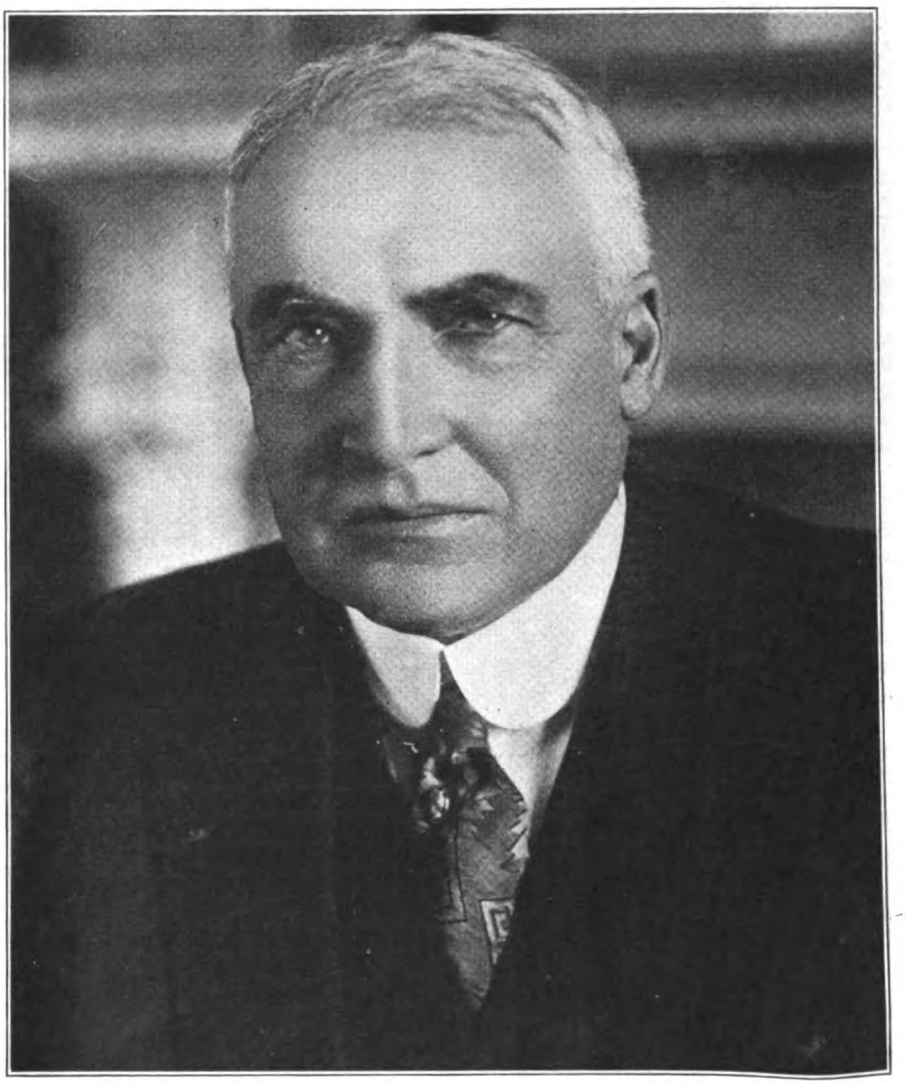
Is Subsidy the Real Solution-I

Analytical Survey of the Nationally Important Shipping Problem—Present Policies Must Be Corrected

BY ROBERT EDWARDS ANNIN

RADICAL reduction in operating losses has been effected by the shipping board which now has been in office for more than a year. The active fleet has been greatly reduced and the taxpayers consequently relieved of a portion of the burden which was imposed during the years 1920 and 1921. But, the situation even as it stands, demonstrates the failure of the original attempt to re-establish the American merchant marine upon a basis of government ownership and operation. The shipping board's fleet, it should not be forgotten, was not originally conceived as a war measure. It was proposed in 1914 when the fear that the United States would be drawn into the world war was poohpoohed by a vast majority of voters and ridiculed in official quarters. The "ship purchase bill" was placed on the calendar a few months after the beginning of the war and its purpose, as authoritatively announced, was that the United States government should establish a fleet able to compete for foreign trade; share in the then highly profitable freighting business; and protect home producers from the exorbitant exactions of private shipowners, here and abroad. Proponents urged that the bill would increase the prices received by American farmers for cotton and grain; bring relief to American commerce; reopen



A SINCERE FRIEND OF THE AMERICAN MERCHANT MARINE
President Warren G. Harding, who has given more intensive study to the shipping question than any other President. He is intensely in earnest in supporting the present subsidy bill

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American factories; re-employ thousands of idle workmen; prevent the control of through transportation rates by railway combinations; and cause the country to resume its former position as one of the leading maritime nations of the world. The main argument for it was aptly summed up by Senator Fletcher of Florida, in discussing the bill. He said: "We must see to it that a war between other countries shall never again cripple our industries for lack of ships."

Win Party Support

The proposition from the outset received powerful political backing from the then dominant party, and naturally swept into its support all the government ownership sentiment in the land, with the familiar arguments of that school. For example, one influential New York newspaper, Jan. 16, 1915 said editorially:

"The government ownership feature is the strongest argument for the bill. There can be no question that the government can engage in the carrying trade at a profit. And * * * once engaged it should continue in it";—adding—"when once the government proves that it can conduct its commerce better than private interests can conduct it, it should not surrender the business."

The opposing arguments were equally familiar, but unnecessary to detail here. It is sufficient to say that many of them forecast the situation which has confronted us since 1920. The bill failed of passage in the sixty-third congress and eventually passed the sixty-fourth, during a political campaign fought and won on a peace issue. In 1917 the belligerency of the United States inevitably turned the enterprise into a war venture and as such it lasted until the armistice was signed.

The question then automatically arose whether or not the original purpose should be resumed and tried out. This was answered affirmatively when the decision was made not to sell the then existing tonnage and to proceed with the uncompleted construction program. More than 700 ships, were thus added to the tonnage already under government ownership. Something of what this meant to the taxpayers may be gleaned from comparison of the building returns for the last year of war, and the year following the armistice, covering steel steamers only on the two coasts and the gulf. In 1918, 287 ships of 1,473,259 gross tons were built and in 1919, 591 of 3,022,973 gross tons were constructed.

The board's decision was regretted by all who considered conditions and desired to avoid utter failure for the pending experiment. The immediate market, inflated by *postbellum* speculation, clearly afforded the opportunity to dispose of the major portion of the fleet, thus leaving the problem of possibly workable size. All experienced shipping men knew this, but apparently the intoxication of immediate profits was too much for the board as well as for many inexperienced or short-sighted private owners.

British Sell Out

The opposite course was pursued by the British government which promptly proceeded to liquidate while opportunity offered. Not only that government but many private owners hastened to dispose of their ships and cancel their building contracts on the best possible terms on the assumption, since convincingly justified, that the world's commerce must shortly shrink to a volume insufficient to employ the vast tonnage which war necessities had put afloat.

The question which remains is of the best course now to pursue and in considering this the errors of the past should be forgotten except as they may act as sign posts or danger signals. One lesson of the war can not be ignored, that a certain number of merchant ships which the government can control in emergency, may at any time become absolutely essential to national defense.

How best can the situation thus presented be met? It is a different problem from sustaining the unwieldy fleet now in existence as a commercial enterprise but before an intelligent plan can be made effective it is necessary that the voters themselves, upon whom the ultimate decision will rest, understand something of present conditions; realize the inherent handicaps of the maritime situation; and consent, at least for the present, to bear such expense, as may prove necessary and inevitable to accomplish the results desired.

Many of the factors involved generally are recognized. Public and private discussion is daily educating the citizenry to their true significance. Of these the most influential is the high wage level normally prevailing in the United States as compared with all its great competitors. It generally is habit to talk of the wage question as incidental, but the question of the reward of labor is the most fundamental that confronts civilization. Using the word labor in its broad sense, can one think of any commercial value which is not determined by the cost of labor?

If this be so, it follows that the wage level must be a decisive influence, not only in direct operation of utilities, but in their production, administration, and distribution, always excepting the extent to which it may be offset by other considerations. Here, then, is a constant factor, springing from underlying conditions which no diligence of administration, skill in operation, or protective legislation can eliminate.

The authority of American laws, as they may apply to competitors, dies at the 3 mile limit. That far the United States may control foreign ships as much as and no more than they may control American vessels when in foreign waters. When competition is keen, any attempt to offset the influence of the wage level by legislation is sure, therefore, to be met by counteracting laws on the part of rival nations, leaving the situation relatively unchanged. To use such methods as defensive weapons may be necessary from time to time, but as a constructive principle of action such a course is simply an economic "no thoroughfare."

In active times and with normal freights the difference in operating wages need not be decisive as to the commercial running of a moderate fleet. In times of depression, like the present, when the gross revenue of the ordinary cargo ships can not cover operating cost, the added burden laid on American owners is sufficient to prohibit private capital even from considering unaided investment in ship property. While securities of the highest class are yielding from 5 to 7 per cent net income, ship property, which promises only loss for a period now indeterminable, can not attract capital. The inevitable conclusion is that the large fleet can not now be sold as a purely commercial venture, unless to foreigners who can operate at a minimum present loss, in the hope of future profit, and who are beyond the reach of the legislative restrictions which now handicap all ships operated under the American flag. But to pursue this course would mean a definite abandonment of the whole project.

Some Legal Blunders

This suggests consideration of existing American maritime laws. Since the decline of America's merchant marine began in 1856, protective legislation, under both parties, has been directed toward its support and restoration. Up to 1913 these protective measures were certainly not a success. In current phrase they did not "make good." When the war broke out, the American percentage of seaborne commerce was at or near its lowest ebb. That speaks for itself.

In 1913 there was enacted the La Follette law, a measure largely directed toward the protection of American sailors. Legal protection for this class of workers is undoubtedly necessary, since, under practices too long tolerated by both masters and owners, they are peculiarily at the mercy of greedy owners, avaricious crimps, and brutal officers. But every law that places special burdens on American ships, beside those that arise from competitive conditions, adds to the difficulty of the problem.

The handicaps imposed by the La Follette act seem to spring from failure to

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recognize three vital factors in ship operation. They are:

1. The conditions of a world competition which operates outside of the jurisdiction of American laws.

2. The large proportion of irresponsibles and derelicts in the rank and file of seafarers.

3. The consequent disadvantage, danger, and ultimate cost of impairing the authority of officers; the weakening of discipline; and the encouragement of insubordination which may be disastrous in crises.

These considerations make legislation for the protection of American seamen a most difficult and perplexing task. On the one hand public opinion becomes increasingly insistent on fair treatment for all labor; on the other, no class of workers can compete in a world wide rivalry except upon an approximately equal basis of total cost. Consequently, such legislation can be effective only to a given economic point, dependent upon the extent to which fundamental advantages and disadvantages offset each other. Beyond this it defeats its own objects.

For these reasons, and others into which it is not now necessary to enter, some revision of the La Follette law is generally desired by shipowners.

The merchant marine act of 1920 is the most recent and comprehensive shipping law placed upon the statute books. Passing over its political, administrative, and mortgage features, the outstanding sections are Nos. 20, 28, and 34. The first, No. 20 directs that the secretary of commerce shall exclude from American ports the ships of any foreign owner, or in which any foreign owner or agent may be interested, who shall be adjudged guilty of unfair competition. In this, the judicial function is placed on the shipping board. Following such judgment, action by the secretary of commerce is mandatory. This is a grave provision. It assumes to impose the American definition of fair competition on the whole world. In a measure it arrogates to the United States the right to extend its laws to the property of other nationals even when outside American jurisdiction.

Section 28 provides for a habitual discrimination in rail and inland rates against goods addressed for or received from foreign tonnage. True, it is provided that when American tonnage shall be insufficient for the traffic, such discrimination may be waived, but such a situation looks to be far in the future. Nor is it ever sufficiently probable to serve as a proper basis for law. It is exceptional at any time, except war time.

That rivals abroad are using every effort to retain the control of deep-sea traffic which they have long enjoyed needs no assertion. This may be stated in defense of Section 34 which provides for discriminating duties. The swift recovery by the English of their foreign coal trade is generally ascribed to hidden government aid. That trade is too vital to British commerce to be surrendered without a struggle. This may come as surprise to many who have been brought up in the faith that Britain never could or would forsake its time honored free trade, *laissez faire*, policy. But that policy was adopted when it was obviously to the nation's industrial advantage, and has been abandoned, at least temporarily, since the world war. Recently there has gone into effect in Great Britain the "safeguarding of industries" law, placing a heavy protective duty on a wide range of foreign goods which compete with English manufactures. The difference between this and a "protective tariff" is too small to take into account.

Tariff Sentiment Grows

The notion that Great Britain is ready to starve herself for an economic ideal is ill founded. Lord Salisbury 25 years ago remarked that "England could not fight tariffs with free ports," and the rise of protective sentiment throughout the United Kingdom has been notable during the last 20 years.

In view of all these factors, the attempt to exclude competition by direct or indirect legislation is likely to prove a poor counterweight for America's higher costs of construction and operation; nor is it likely to attract experienced capital to investment in ship property. Inexperienced capital has probably had enough of the business, at least for the present. For defensive purposes such measures ought to be available, if for no other reason than to forestall and discourage the discrimination which might otherwise have to be met.

Briefly, to sum up the problem as it now stands, it might be said: It is desirable for purposes of commerce and essential for purposes of defense that an active merchant fleet under the American flag should be established. The exhaustive and exhausting experiment in government ownership and private operation has so disastrously failed as to have closed the argument in that direction. The incidental lessons have meantime been such as to practically annihilate any argument for government operation under any kind of ownership; that Chairman Lasker should have described the conditions which he found as constituting the "greatest commercial wreck in history" should be final as to government ownership or operation, or both.

The natural wage level necessitates higher costs both in overhead, operation, and incidentals, than confront any competitors, nor can this natural handicap be offset by legislation or discrimination. All such devices to which America may have recourse are equally available to those competitors.

Many of the existing laws of the United States are hampering to private enterprise in shipowning, accentuating rather than relieving the disadvantages; nor, and this is important, is there much hope that such laws will be corrected in time to aid in the solution of the present problem. Commercially indefensible, and admittedly ineffective, they are bolstered by the support of special prejudices and interests as to be, politically, almost impregnable. At best their revision must be a slow and tedious process depending chiefly upon the education of a public opinion which is now 80 per cent indifferent to the whole subject.

In the meantime most of the shipping board fleet rusts at its moorings and obsolesces at its leisure. Private capital will not buy because it is not on the lookout for losing propositions and while world conditions are such that foreign owners, relatively unhampered by legal restrictions, are driven to put their ships out of commission, unaided operation of American ships is unattractive. Of the ships in operation, few are paying actual operating costs.

In this dilemma, the choice of courses may be figured down to a few alternatives by a simple process of exclusion.

All assumptions which are obviously impossible either politically or commercially should be eliminated, such, for instance, as that American capital will undertake losing ventures from patriotic motives; or a miracle of self sacrifices by which American merchants shall ship only by American ships regardless of expense; or the prompt revision of laws which cannot possibly be revised in time to aid the solution, if at all.

All such solutions as these are waste time and energy, and merely divert attention from the only practicable alternatives which lie within reach. In the opinion of most qualified observers these may be reduced to two. First the maintenance of the fleet under private ownership and operation by government aid, direct or indirect, or second, the frank and prompt abandonment of the experiment and the charging of the total loss to war costs.

The question has now reached a stage so acute that prompt decision cannot be avoided. To let matters drift along is merely a quiet method of choosing the second course. But to adopt the first requires positive action and it is upon the "pros and cons" of that proposition that public opinion should be promptly informed.

(To be continued)

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Graph Shows Ships' Operations

Supplement to Book Recording Vessels' Movements Gives Ready Reference to Facts — Presents Panorama of Each Voyage

BY PETER AIKENS

RECORDS of steamers' movements is a fixture in every marine office, commonly kept in the form of a book in which are entered such items as arrivals and departures, time in port, time steaming between ports, repairs effected, cargo handled, fuel consumption, and speed. This book is valuable, not only for working up operating figures, but is used to advantage by the accounting department in apportioning voyage costs and in estimating future voyage costs. Supplementing the book may be used a chart which illustrates the figure records. Its object is to remove much of the labor of ascertaining how a vessel is operating.

The men most vitally concerned with the economical performance and quick turn-around of the fleet are the directors of the company. It is not fair to them to go through a mass of detail and it is certainly in the interests of the man in charge of this work to devise means whereby his employers may get a thorough grasp on the situation with the least possible effort in assembling details. An excellent way of presenting operating records that may be taken in at a glance is by graphical expression.

The chart will function in such capacity. It is simple in construction, so simple that explanation is close to extravagant. It has been found best to prepare this in two-monthly periods, and an outline similar to that of the accompanying illustration is drawn up on linen, ample provision being made for every vessel in the fleet. When the entire chart is complete, blueprints may be taken and a copy handed to each interested person. Upon completion of the chart it is only a matter of taking the information from the movement book and transcribing it into a graph.

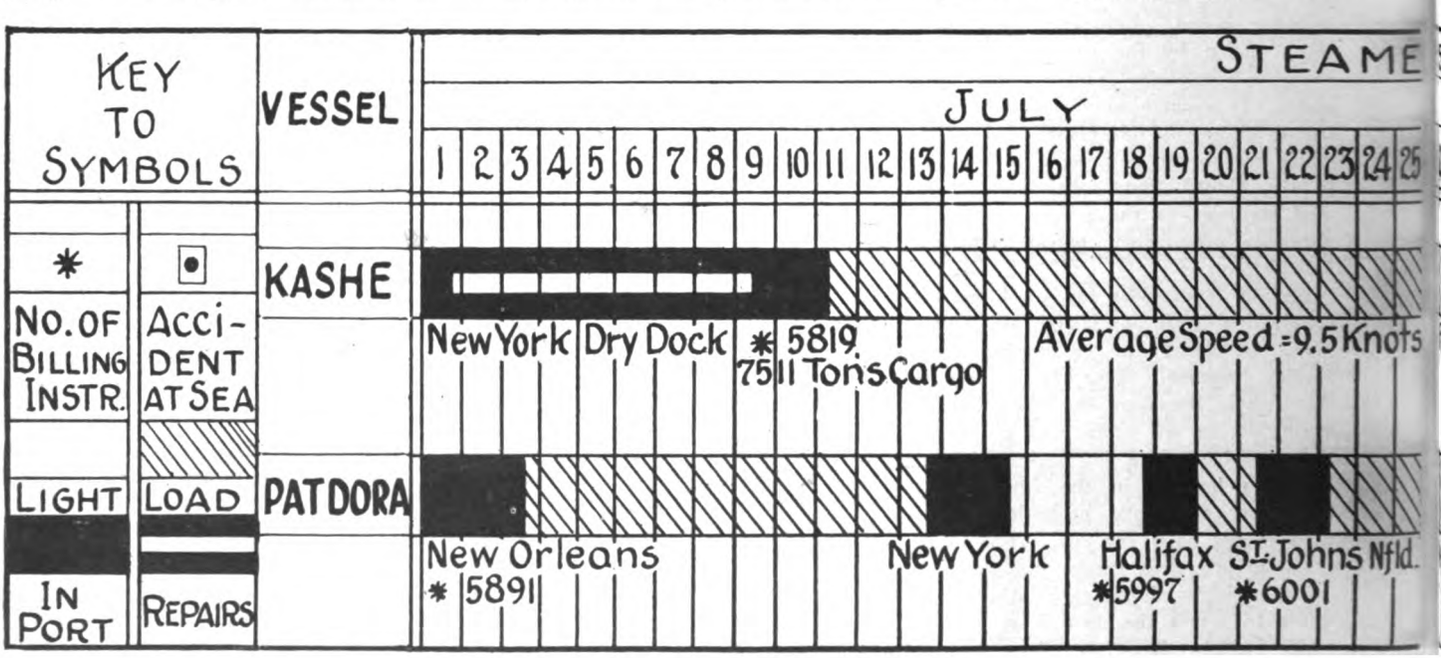
In the first example, the S. S. KASHE, engaged in transatlantic trade, the following figures are taken from the records:

Arrived New York, July 1, 4:30 a. m.
Commenced repairs, July 1, 3:00 p. m.
Finished repairs, July 9 10:00 a. m.
Finished loading cargo and sailed, July 11, 11:00 a. m.
Carried 7511 tons general cargo to Vallo, Norway.
Billing instructions, No. 5819.
Average speed, 9.5 knots per hour.
Daily fuel consumption, 37 tons.
Arrived Vallo, Aug. 7, 2:00 p. m.
Finished discharge of cargo and sailed, Aug. 10, 9:00 a. m.
Returned in ballast to New York.
Struck ice, Aug. 25.
Average speed, 101 miles per hour.
Daily fuel consumption, 38 tons.

From this it is only a matter of looking at the key to symbols and plotting out this information accordingly. When completed, one has a panoramic view of the voyage.

The second example, the steamship PATDORA, is representative of a vessel engaged in coasting trade. Here it depends on circumstances whether the inclusion of speed, fuel consuption and cargoes is desired. The number of the billing instructions is often sufficient mention in order to locate cargo details, because the purpose of the chart is not to illustrate cargoes lifted, but to get a line on the operation of the ship.

Imagine a meeting of the directors and glancing over the movements of the S. S. PATDORA for July and August. In New Orleans two and a half days loading cargo; that is a day too long. In New York two days discharging cargo; that it about right. In Halifax slightly more than a day, and so on until Baltimore. Were these winch repairs unavoidable? Yes, the logs have given a satisfactory explanation. But at Jacksonville the vessel occupied three and a half days loading; and at Halifax, three days; and at Montreal, three days. Here are three delays in a row, and the normal turn-around in all these ports is less than two days. The port logs offer no explanation and it is seen



SIMPLE CHART USED TO GIVE DAILY RECORD OF EACH STEAMER IN A FLEET. DELAYS IN PORT AS

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that loading and discharging have been carried on at a slow rate; likewise there is no evidence on reports that the ship's staff has cooperated with the company by working on those cargoes to the best of ability.

Summarizing the two months, there were at least four days lost due to the inefficient handling of the cargo alone. If the vessel is rated at $2000 a day, then $8000 have gone overboard and down to Davy Jones for keeps.

Additionally, there is the reflection on time at sea. If the vessel has not been maintaining normal speed on all occasions, considerable time will have been lost, and this same lost time is also mutually convertible with money.

According to Lloyds, the United States is now the second mercantile marine power, having taken precedence over Germany and Japan. Great Britain still holds first position, with more than 33 per cent of the world's seagoing tonnage. In 1914, she had more than 44 per cent. During the past eight years, 10,669,000 tons have been added to the seagoing tonnage of the United States.

Unusually large for Panama waters, the Canadian Pacific liner EMPRESS of AUSTRALIA passed through the canal in July. She was enroute from Hamburg, where she had been built as the TIRPITZ, to Vancouver, B. C., to enter transpacific service. Repairs were made at the Cristobal shops. The steamer is 590 feet long, with 75 feet beam and registers 21,477 tons gross and 11,737 tons net.

More Business in Sight for Pacific Ships

A better tone is found in the North Pacific charter market. Rates continue quite low in some trades but conditions are more promising and every indication points to unusual activity during the approaching fall and winter export season.

Two disturbing factors are facing steamship operators at present. These are the railroad strike and the shortage of lumber at Washington and Oregon mills due to extensive forest fires which have caused many camps to close temporarily. Consequently while space has been booked on practically all lines for the next 60 days, it is likely that some exporters will be compelled to cancel contracts because of inability to get cargo on time.

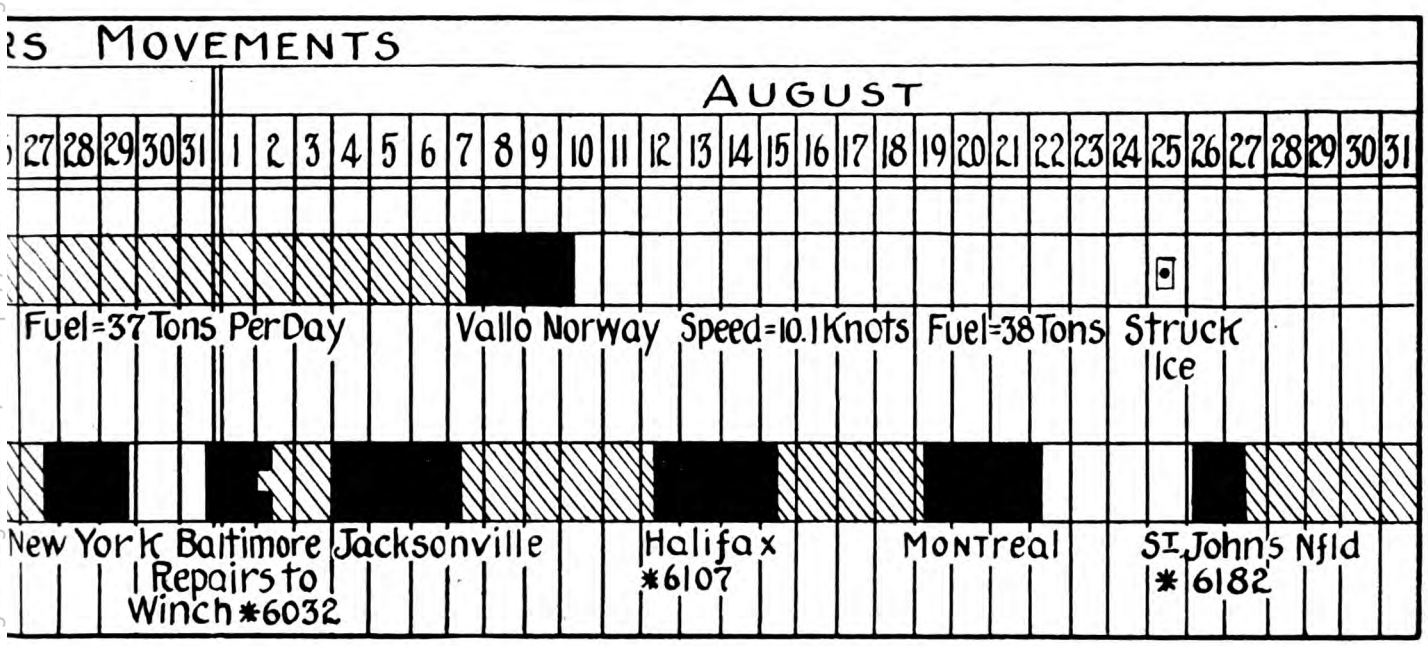
The transpacific operators are still negotiating with the intention of reorganizing the westbound conference. While this has not yet been accomplished, indications are that it will be an established fact within 60 days. Therefore, higher rates are anticipated. August and September space for lumber to Japanese ports are booked as low as $8 and $10 but now steamship lines are asking up to $12 for October. They believe the volume of business offering will justify the higher level.

An unusual quantity of wheat has been booked for Japanese ports on a basis of $4 per short ton. Now the situation has firmed and operators are asking $4.50 for full cargo lots and $4.75 for parcel shipments of wheat and $5 for flour. An increasing volume of eastbound cargo indicates improved conditions in the Orient. The rate war of the last five months has driven practically all tramp tonnage off this route but it is expected to return as soon as rates offer reasonable inducement.

The break in intercoastal rates featured the month. The rapidity with which this conference was dissolved and the rates slashed almost in half dazzled shippers who are just beginning to get their bearings. As an illustration, steel and iron westbound were cut from 60 cents to 30 cents per 100 pounds almost over night. Salmon was reduced from 50 cents to 35 cents and other commodities in proportion. Some of the lines are offering to maintain these low rates on contracts assuring them all of the shipper's business until the end of the year. However, shippers state that the cut rates have not stimulated business to any exent. The situation is so chaotic that the lack of stability is causing shippers to exercise extreme caution. In the case of iron and steel, it is so difficult to get deliveries in the East that the reduced freights have not increased the movement.

When the rates broke, the various lines were booked with lumber for 60 days in advance, the market being for $14. This has not been affected by the disorganization of the conference. However, lumber shippers are expecting a lower level as tramp tonnage has been fixed at $12.50 and foreign steamers have entered the route from British Columbia to Atlantic ports. Several foreign carriers have been taken for lumber to Montreal at around $14.

Interest in grain tonnage to United Kingdom-Continent is more pronounced, the going parcel rate being around 35



'ELL AS A CHECK ON PERFORMANCE AT SEA, EITHER LIGHT OR LOADED, CAN BE READILY VISUALIZED

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shillings. Exporters offering 36s 3d for full cargo charters while operators are holding out for 37s 6d and 40s. The movement of grain and flour to Europe this season is expected to be heavy and a rise in freights is regarded as not unlikely.

Sail tonnage continues a drug on the market, going rates being so low that owners feel it is cheaper to remain idle than to operate under present conditions. Sail is offering for lumber to South Africa at about $22.50 but an exporting firm has just taken a steamer for this business at $20 indicating the keen competition sailors are meeting.

Libel Fleet of Pioneer Ship Buyer

The Emergency Fleet corporation has instituted libel proceedings against the six vessels purchased in 1920 by the Atlantic, Gulf & Pacific Steamship Co. one of the pioneer purchasers of shipping board tonnage. In accordance with this action, four of the vessels, which are in American ports, were seized by the government Aug. 12 and the other two, which were on the high seas, were libeled as soon as they reached port.

The vessels are the CAPE ROMAIN, LIBERATOR, CAPE HENRY, CHARLES H. CRAMP, WESTHAVEN and HENRY S. GROVE. They were purchased from the Emergency Fleet corporation for $9,314,137, of which amount only $195,000 was paid.

The shipping board announced that its action with reference to the Atlantic, Gulf & Pacific Steamship Co. was taken after the most deliberate consideration and then only when the members of the board were convinced that their obligation to the trust imposed in them left no other course. The board stated that because of its desire to encourage all ship operators, it gave indulgence really beyond the safety point.

Frisco Lines, Sales and Charters Active

BY H. H. DUNN

JULY and the first half of August saw material increases in activities in establishment of new services, sales of vessels, applications to the shipping board for allocations of more bottoms, and charters of a number of ships for use on the Pacific and in intercoastal trade. The necessity of moving a record crop of fresh, dried and canned California fruits and vegetables, played a large part in this gain in business and back of this lay, to some extent at least, the situation in freight movement created by the railroad strike. Another factor was the coal strike, which increased activity in the movement of coal from Australia and New South Wales. Purchases of California rice by Japanese importers also contributed, and heavy orders for lumber from Oriental, United Kingdom and Mediterranean ports called for more bottoms. The intercoastal trade also is showing some improvement.

Announcement from the Canadian Pacific Ocean Service, Ltd., Victoria, B. C., is that San Francisco is to be the southern terminal of this company's service out of Vancouver and Victoria. The liners EMPRESS OF JAPAN and MONTEAGLE are to be put on the run for expected heavy winter passenger traffic from the Canadian ports.

The Garland Steamship Co., New York and Baltimore, announces it will enter the intercoastal trade with four steamers when the rate war in this service is settled. This company recently bought the steamers EASTERN IMPORTER and EASTERN EXPORTER from the government, bringing its fleet up to a total of eight vessels, and the directors have authorized a bond issue of $2,000,000 with which to purchase more ships from the government, while the price of tonnage is down.

The fleet of seven steamers purchased not long ago by the J. H. W. Steele Co. from the Green Star line, under an agreement with the Equitable Trust Co., are to be placed in service between Gulf of Mexico ports and the Pacific coast, to replace the six vessels recently added to the Pacific-Caribbean line by Moore & McCormack, New York. The ships obtained by the Steele interests are the EURANA, SANTA CECILIA, CENTAURUS, CIRCINUS, CHINA, CLAUSEUS and CERVALIS, and they are being renamed, repectively, LADY CALIFORNIA, OREGON, WASHINGTON, ARIZONA, TEXAS, LOUISIANA and ALABAMA.

Enters Intercoastal Trade

The Pacific Mail Steamship Co. has purchased four large freighters to invade the trade between the northern ports on the Pacific coast, and this addition to that service is expected to intensify greatly the rate war now going on. The ships are the SANTA CLARA, SANTA PAULA, SANTA OLIVIA and SANTA MALTA, formerly of the Atlantic fleet of W. R. Grace & Co. The new service is scheduled to begin late in August from New York, and will include Norfolk and Philadelphia on the Atlantic and San Pedro, San Francisco, Portland and Seattle on the Pacific.

Three San Francisco lumber companies each has purchased a steamer of the "lake" type, from the shipping board for use in the coastwise service. The Hammond Lumber Co. bought the steamer COVENA; the J. H. Baxter Lumber Co., the COWANSHANNOCK, and the E. K. Wood Lumber Co., the LAKE SHORE. The vessels have been lying in the James river and these purchases bring the total of similiar type vessels bought from the shipping board for use in the intercoastal service within two months to 10. The vessels will be reconditioned in Pacific coast yards before going into service.

Information received recently in San Francisco is to the effect that the steamers PAWLET and MONTAGUE have been allocated to Struthers & Barry and they will replace two freighters sold by this firm to the Atlantic, Gulf & Pacific Steamship Co. which were operated by Struthers & Barry in the transpacific trade for the shipping board. The PAWLET, 3729 tons, and the MONTAGUE, 3729 tons, have been tied up in the Columbia river. They formerly were operated by the Columbia-Pacific Shipping Co. out of Portland to the Orient.

The steamer PRESIDENT JEFFERSON, assigned recently to the Pacific Steamship Co. for the Oriental run, will remain under the management of that company indefinitely, according to announcement in San Francisco. The original allocation was for a single trip. The PRESIDENT JEFFERSON clears from Seattle.

The Luckenbach line is negotiating to exchange the steamer CAPE MAY for the steamer EAST INDIA. The EAST INDIA is an oil burner of 11,600 tons, and CAPE MAY a coal burner, which is given as the reason for the desired exchange.

The Atlantic, Gulf & Pacific Steamship Co. is planning extensions of its services, both on the Gulf and on the Pacific coast, according to A. P. Hammond, Pacific coast manager, prior to his departure for the Atlantic coast to be absent some time inspecting eastern terminals of the company and conferring with officials in the home office.

The American-Hawaiian Steamship Co., through its agents, the Williams-Dimond Co., announces the addition of nine steamers to its Atlantic-to-Pacific fleet. The company also announced an additional Mobile-New Orleans-San Francisco service, to be inaugurated late in August, with monthly sailings from the two Gulf ports. This is in direct competition with the Luck-

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enbach line and appears to add fuel to the flames of the present intercoastal rate war. The American-Hawaiian now has 27 steamers in its intercoastal fleet, and shows a larger tonnage available for Atlantic-Gulf-Pacific freight service than any other line.

Frank M. Stark and Capt. S. F. Cottle have purchased the steamer NIKA, 3500 deadweight tons, and will continue her in the coastwise lumber trade, under the flag of the Western Steamship Co., of which Mr. Stark and Captain Cottle are the owners.

The Burton-Beebe Lumber Co. has chartered the steamer MUNDELTA, 2955 tons, to load lumber at North Pacific ports for Atlantic coast destinations under private terms. A large amount of lumber has been purchased in the Pacific Northwest by eastern capitalists, with the stipulation that it must be sent eastward in American bottoms. J. J. Moore & Co., Inc., have chartered the ship MUSCOOTA to handle lumber from Puget Sound ports to Sydney and Melbourne on private terms. It is understood that the MUSCOOTA will carry coal as a return cargo.

Buys German Ships

The former German ship, HARVESTHUDE, has been towed from Guaymas, Mexico, to Sausalito, on San Francisco bay, by the steam schooner MUKILTEO. The ship is one of several purchased by the Robert Dollar Co., all of which have been in Mexican waters since they were interned at the beginning of the war.

Opening of service between European and Pacific coast ports by the Blue Funnel line was marked by the arrival of the steamer DARDANUS, under Netherlands charter, in San Francisco late in July. The DARDANUS is owned by a British company and is one of five vessels being operated in this service by the Blue Funnel line. The steamer cleared from San Francisco for ports further north to load part cargo before returning to the California port to complete her cargo for European ports.

The Pan-American line has inaugurated a passenger and freight service between San Francisco and Eureka, via Point Arena, with the motorship CASCO, chartered for six months from Swayne & Hoyt, through C. W. Cook. The CASCO replaces the gasoline schooner MAE HYMA, which turned turtle after filling, 14 miles off Point Reyes on May 30 but was later salvaged and towed into San Francisco. The CASCO is a steel vessel of 400 tons and has accommodations for 14 passengers. Capt. H. A. Hyde is port captain of the Pan-American, and Fred Barnum is the Eureka agent.

The Mexican States line is preparing to extend its service out of San Francisco as far south as Corinto, Nicaragua, the present southern terminus being Salina Cruz, Mexico. In line with this plan of extension, the Mexican States line will establish passenger service between Mexican ports and the Pacific coast, its passenger service at present being confined to Mexican way ports. Four ships are now in this service and two more are to be added soon.

The Transoceanic Co., agent for the Swedish line, announces that a limited number of passengers can be accommodated on vessels of this company, operating between San Francisco, and Sydney, Australia. The first vessel, the steamer YNGAREN, in this service, cleared from San Francisco Aug. 12.

The China Mail Steamship Co.'s steamer NILE has been put back on the run between San Francisco and Oriental ports, clearing from San Francisco on Aug. 24. The NILE was to have been chartered by the California-Tahiti Steamship Co. for a year, but the deal did not materialize, and when the steamer arrived in San Francisco some weeks ago, officials of the China Mail announced that she would be withdrawn and laid up until either sold or chartered, and a larger steamer obtained for the Oriental service. Capt. John Kinley is in command.

The steamer CITY OF LOS ANGELES, clearing from San Pedro, will inaugurate the passenger and freight service of the Los Angeles Steamship Co. to Honolulu Sept. 9, according to announcement by the company. Another steamer, the CITY OF HONOLULU, will follow into the same service, clearing Sept. 23. Thereafter, the company will maintain a sailing from the southern California port every second Saturday. Report is current in San Francisco that the Pacific Steamship Co. will put the H. F. ALEXANDER on the San Francisco-Honolulu run in conjunction with the service of the Matson Navigation Co., making the run in a little more than four days. The Los Angeles Steamship Co. and the Matson Navigation Co. will come into direct competition on this run when the CITY OF LOS ANGELES starts its service.

Court Appoints Receiver

Appointment of a receiver followed filing of bankruptcy papers against the New York-Naples Steamship Co. in federal court in New York recently. William Henkel was named receiver. The suit was brought by the Schubert & Trevor Co., Inc., a creditor with a claim of $70,000 for supplies. The steamship company operates the steamer PHILADELPHIA which, according to the bankruptcy petition, is in Naples where it might be sold to satisfy liens of $45,000 if arrangements are not made for the company's operation. Assets were placed at $155,000 and liabilities at $225,000.

More Ships Are Trading Out of Boston

The port of Boston continues to suffer from the summer lull, but many conditions are encouraging. The fall trade bids fair to be active, despite the railroad strike which will tend to cut down foreign trade. Statistics show that commerce through the port of Boston increased during July and that 95 more vessels entered the port during the first seven months of this year than for the corresponding period last year.

The movement of fall grain has already started and as congestion increases at Montreal, Boston is expected to receive more and more of this trade. Canadian freight from the west is moving more freely than freight over American lines and the natural American ports for this traffic are Portland, Me., and Boston.

Several new services have recently been inaugurated. The C. H. Sprague & Son Co. announces a new service with the sailing of the CHAPPAQUA from Boston to Hamburg and Bremen direct. The White Star line has resumed its passenger and freight service between Boston and Naples and Genoa. Water service between Boston and Chicago has been tentatively started by Sparks, Leonard & Co. The BRANDON, which sailed over this route recently, made the trip in 12 days. The coast to coast service continues fairly active with regular sailings and with almost capacity cargoes. Shipment of coal from England has increased arrivals at Boston. A new service between Boston and Liverpool has been started by the Export Transportation Co. Other new services from Boston are the Consulich line for Naples and the Furness Withy line to Liverpool.

Contracts for Oil Hauls

The Emergency Fleet corporation recently contracted with the Texas Co. for the movement of between 500,000 and 1,000,000 cases of oil to East and South African ports. This movement will be based on monthly shipments and extend over a period of a year. The corporation's service to the African ports was recently established under the managing agency of the Mallory Transport Lines, Inc. The first sailing was the steamer EASTERN GLADE, to be followed by the EASTERN CROWN. Monthly sailings are to be maintained thereafter and this contract will give the Mallory lines a nucleus of cargo for each ship, assuring shippers regular sailings of American steamers in this trade.

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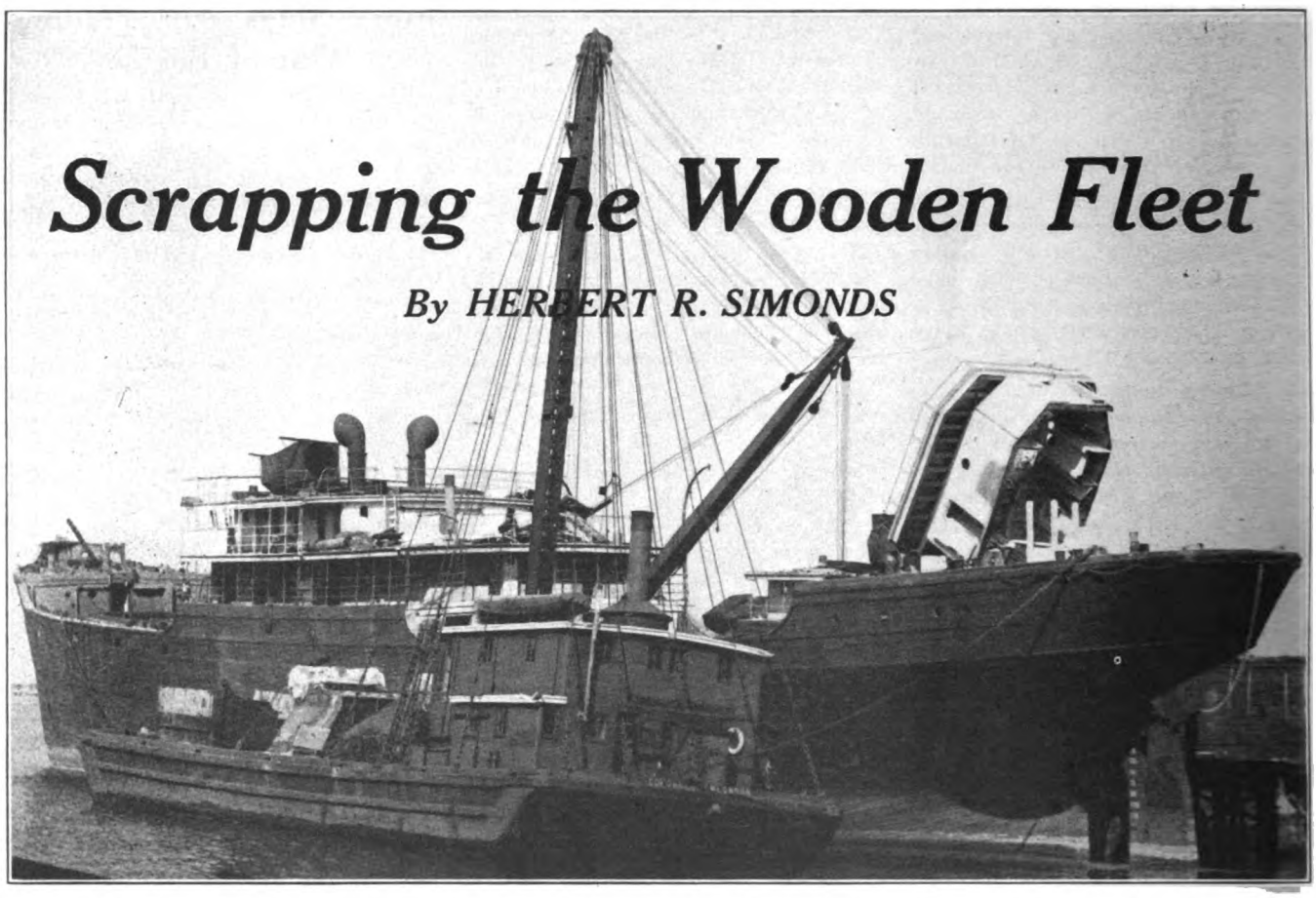
Scrapping the Wooden Fleet

By HERBERT R. SIMONDS



WHAT to do with the wooden vessels built during the war under the direction of the Emergency Fleet Corp., has been the subject of considerable controversy. While E. P. Farley was vice president of the United States shipping board, in charge of sales and material, he offered 12 of these wooden steamers to private parties on an experimental cooperative salvage contract. The purchasers agreed to pay all labor and expense in dismantling and agreed to destroy or completely dismember the hulls. The purchasers also guaranteed a minimum of $1000 per ship and after net profits reached this figure, agreed to divide the balance on a 50-50 basis with the government. The work of dismantling was to be completed by June 1, 1922.

What One Buyer Did

Some of the problems involved in attempting to salvage the material of these ships are well illustrated by the experience of one of the purchasers. William J. Breen of Boston, bought two of the vessels in Norfolk, Va., and took them to Boston for dismantling and sale of equipment. The vessels were in good operating condition when purchased. They were towed to Boston, one with the other, using a crew of 35 men for the two. The expense for this, including pay of crew, cost of coal, port charges and towing, amounted to $4480. The ships arrived in Boston the latter part of March, leaving two months for the work of salvaging.

The first problem was to find a pier or dock which could be approached by truck or preferably by rail and which would not have an expensive rental. Charges for satisfactory piers for this purpose ran from $10 to $25 a day. In the case of the two vessels a low pier charge was obtained. The next problem was to get a crew of men experienced in wrecking wooden vessels. New England is particularly well favored in this respect, because of the large amount of schooner salvaging which is done on its shores. Within two or three days a crew of skilled workers was at work removing pilot houses and wooden superstructure to make room for handling machinery and other equipment.

Balance Is Small

The two vessels bought by Mr. Breen are shown in Fig. 4, tied up upon arrival at Boston. These are similar in construction to about 280 wooden vessels owned by the shipping board. The original cost of these vessels averages approximately $600,000 each and this cost is about evenly divided between hull and machinery. It would seem from these figures that the salvaging would yield a handsome profit to the purchaser who is to share equally with the government on everything above $1000 net return. The difficulties first of removing material and second of finding the proper market have been so great in most cases, however, that the balance, if any, has been exceedingly small. In

Metal in Wooden Ship

WEIGHTS in pounds of some of the principal items in the equipment of one wooden ship are shown in the following table:

Anchors and chains	74,615
Manholes and covers	2,250
Hawse pipes, plate and chain stoppers	10,000
Range and boilers	3,000
Rail pipes	7,000
Boat davits and fittings	8,000
Hatch bars	1,000
Hawser reels	2,000
Mast fittings	6,000
Wire cable riggings	2,400
Steam heating	20,000
Two boilers	80,000
High pressure cylinder	6,000
Medium pressure cylinder	8,500
Low pressure cylinder	9,500
Pistons and cylinder covers	7,000
Crankshafts	7,200
Other shafts	23,000
Propellor	10,500
Propellor shaft	10,300
Condenser	15,000
Reserve feed tank	11,000
Machine steerer	6,500
Hand steerer	2,500
Capstan	3,500
Pipe	10,000
Water refrigerating engine and compressor	3,000

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the case of the two vessels at Boston, the sale of material just about balanced the labor charge plus the $1000 guarantee.

The pilot houses were sold for $100 each but were so rigidly fastened in place that their removal made this particular item show a loss. The bolts holding these houses on to the deck ran through to the keel plate and these all had to be cut with acetylene torches. Other wooden parts of the superstructure were sold as kindling

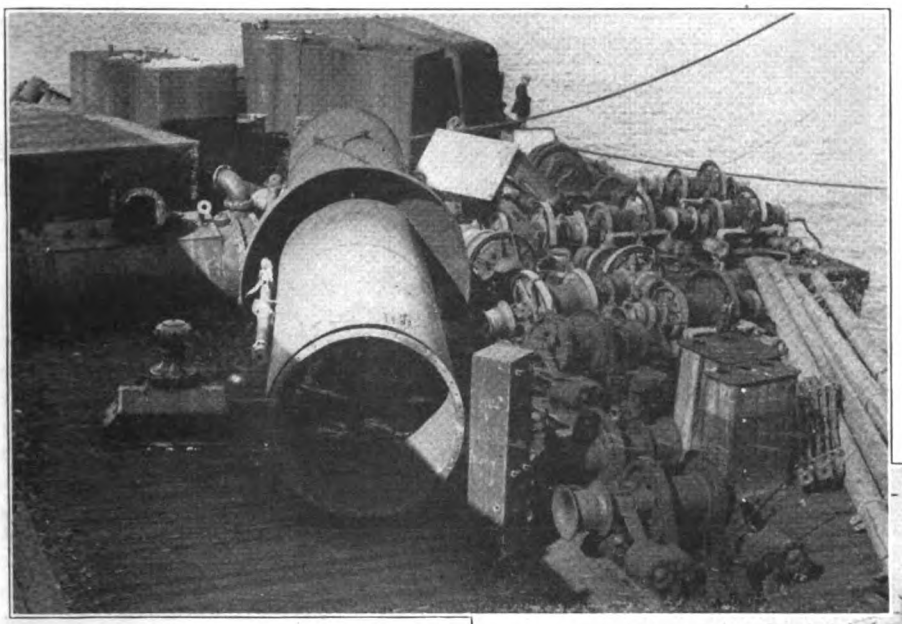

FIG. 1—OF THE MANY TONS OF MACHINERY, A RELATIVELY SMALL AMOUNT IS AVAILABLE FOR SALE AS SECOND HAND EQUIPMENT. THIS SHOWS WINCHES, TANKS AND SMOKE-STACK

at $1 a load on the condition that the purchaser himself gather and remove the material from the boat. A view of the dock where some of the equipment was stored waiting to be taken away is shown in Fig. 1. This illustration shows part of the smoke stack which is practically worthless as it would cost more than it would be worth to reduce it into saleable scrap. The capstan is only valuable as a market develops. The one in the illustration was sold for $150 for use on another vessel.

Steam winches are made partly of steel and partly of cast iron and in order to sell them for scrap these two materials must be separated. Five of these were sold for $125 each for use on barges or other ships and 11 were scrapped. One anchor chain winch was sold for $500, but it has been impossible to give away the other. One reason that so many winches had to be scrapped is that they are single drum, whereas for general contractor's use double drum winches are required. The main shaft which was 10 inches in diameter and in lengths of approximately 20 feet, was sold to the Cape Ann Anchor & Forge Co., Gloucester, Mass., at $13 per gross ton on cars Boston. The total weight of this shafting was about 20 tons. Other similar shafting was cut up into suitable lengths to make it saleable as heavy melting steel and this brought $10.50 per gross ton on cars Boston for shipment to eastern Pennsylvania.

Each vessel was equipped with 1½ ton ice machines and these had a fairly ready sale at $250 each. The two masts on each vessel were sold at $90 each to building contractors. Two 10-kilowatt generator sets brought $300 apiece. Each vessel had two boilers and it was thought these could be sold at considerable profit. However, two of the boilers were sold at $125 each, f. o. b. cars Boston, one to a company in Keene, N. H., and the other for shipment to Groton, Vt. One of these boilers in sections, ready for shipment, is shown on the lighter in Fig. 5. In order to load it on a freight car it was necessary to divide it into three parts, which meant cutting rivets around the entire circumference. This of course had to be carefully done in order not to injure the boiler plate. When the two boilers were loaded ready for shipment, it was found that the labor charge exceeded the price for which they were sold. The other two boilers were therefore scrapped and sold at a small profit.

Each vessel had a large number of pumps including two bilge pumps, which found a ready sale at $100 each or $200 a vessel. The other pumps were sold for $550. A large quantity of miscellaneous cast iron parts such as bed plates, draft casing, cross heads and guides, link bars, turning gear and bushings were sold as heavy cast scrap at 80 cents per 100 pounds delivered to the plant of Hunt Spiller Mfg. Co. which is near the dismantling dock. Altogether there were approximately 100 tons of this miscellaneous cast scrap.

The tanks shown in the background of Fig. 1, are in excellent shape and are suitable for oil or gasoline and yet a market could not be found for them so that it was necessary to sell them as scrap. Eight tanks, four of 7500 gallons capacity each and four of 3500 gallons capacity each, brought $160 as scrap value. This applies also to the salt water condenser which is shown on the left side of the pier. This condenser, if bought now would be worth $4000, yet it was necessary to sell one complete set for $350 and

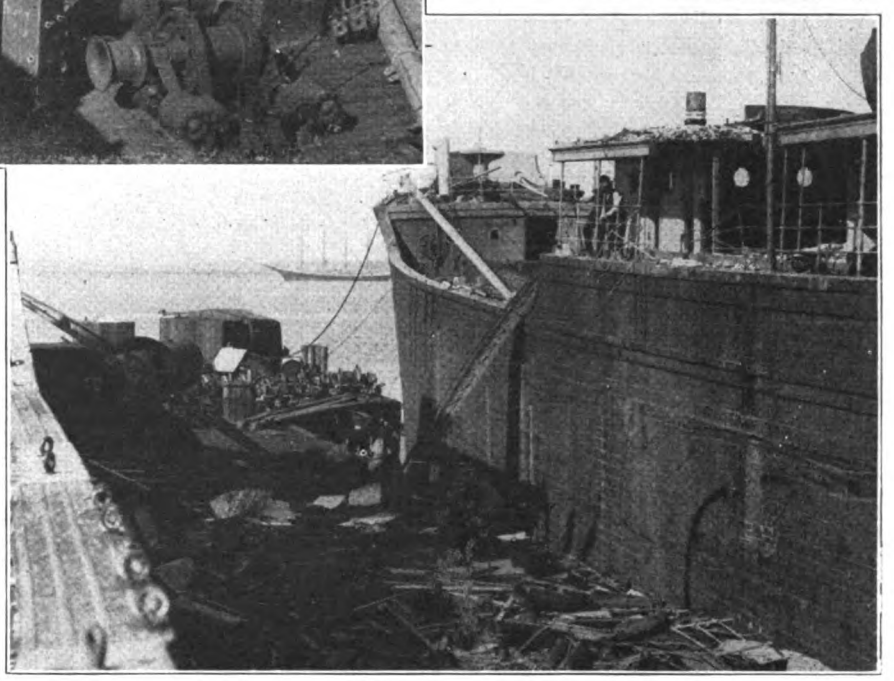

FIG. 2—THE VESSELS ARE HERE SHOWN SLOWLY BEING REDUCED TO SCRAP

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the other for scrap. Of 100 heating radiators on one vessel, all but 21 were found to be cracked by freezing during the cold weather and it was, therefore, necessary to sell them as scrap. The anchor and chains brought a fairly high return. One piece of chain, 225 fathoms weighing 47,250 pounds sold for $1394 for use on a vessel and another piece of approximately the same length only brought $112 as scrap. This was because of the high labor charge in breaking out cast iron cross pieces which had to be removed before the chain could be sold under any one scrap classification. Eleven anchors were sold for $500.

Fine for Coal Barges

The hulls, built at a cost in excess of $300,000 each, would make excellent coal barges with a coal carrying capacity of 4000 tons apiece. To construct a barge of this capacity in the open market today would cost nearly $100,000. Offers as high as $10,000 each were received for the hulls at Boston, but under terms of the contract hulls had to be destroyed so that they could not be used again as water craft of any type.

The hulls consist of heavy timbers held together by a complete net work of strap iron. These straps are each ½x4 inches and cross diagonally like open basket work on the inside of the timber hull. The timbers are held together by a great number of bolts averaging 1½ inches x 3 feet. Altogether each hull contains something over 250 tons of bolts and strap iron. Each bolt has a malleable iron ring on it which cannot be removed except by cutting the bolt in two. If the bolt is cut, the pieces can be sold as heavy melting steel, but the labor charge is high. If not cut, the material falls into a lower price scrap classification which practically offsets the labor saving. However, in any case, this metal in the hull has a good salvage value and it is, therefore, important to take steps to save it.

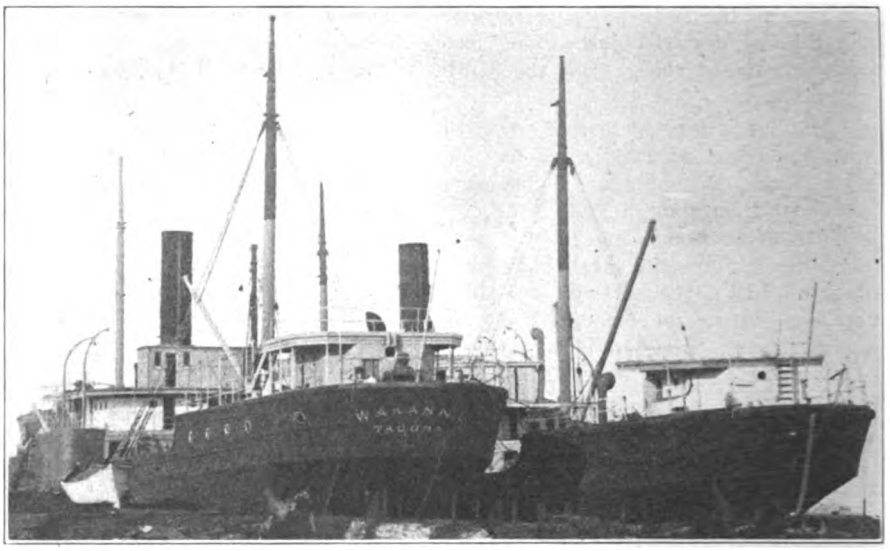

FIG. 4 THE TWO SEAWORTHY WOODEN VESSELS IN OPERATING CONDITION ARE HERE SHOWN TIED UP READY FOR THE GANG WHICH TURNED THEM INTO SCRAP

The vessels were beached as high as possible during an exceptionally high tide on an island in the Boston harbor and then were burned. This made it possible for a gang of men at low tide to go out and work at salvaging the bolts and strap iron. Acetylene torches reduced the labor of cutting and made the recovery of the 250 tons of metal in each hull a fairly profitable enterprise, despite the fact the men could work only about six hours each day when the tide was low. Other scrap material which was salvaged included brass pipe which sold at 5½ cents a pound, composition pipe at 7½ cents, and heavy copper pipe at 10½ cents. Altogether, there was about 10 tons of this material which brought $1400. Lead sold for 4 cents a pound. Each vessel contained about 2500 pounds which brought $100. Pipe railing sold for 2¼ cents a pound and brought $50 for each ship. A resume of the complete figures for both ships is as follows:

Total labor charge	$11,312.00
Government guarantee (two boats)	2,000.00
Total expense	13,312.00
Total sales	13,146.00
Net loss (two vessels)	166.00
Loss per vessel	83.00

From this it is seen that the experiment was not highly satisfactory, either from the government standpoint or from that of the salvager. The experiment does not solve the problem of disposing of the ships. If the hulls in the balance of the wooden fleet are to be destroyed, there will be little profit for the government above the $1000 minimum per vessel and some 200 possible coal barges will have been destroyed. If the hulls are saved, the government stands a good chance to realize $10,000 a vessel, or approximately $2,000,000 for the entire lot.

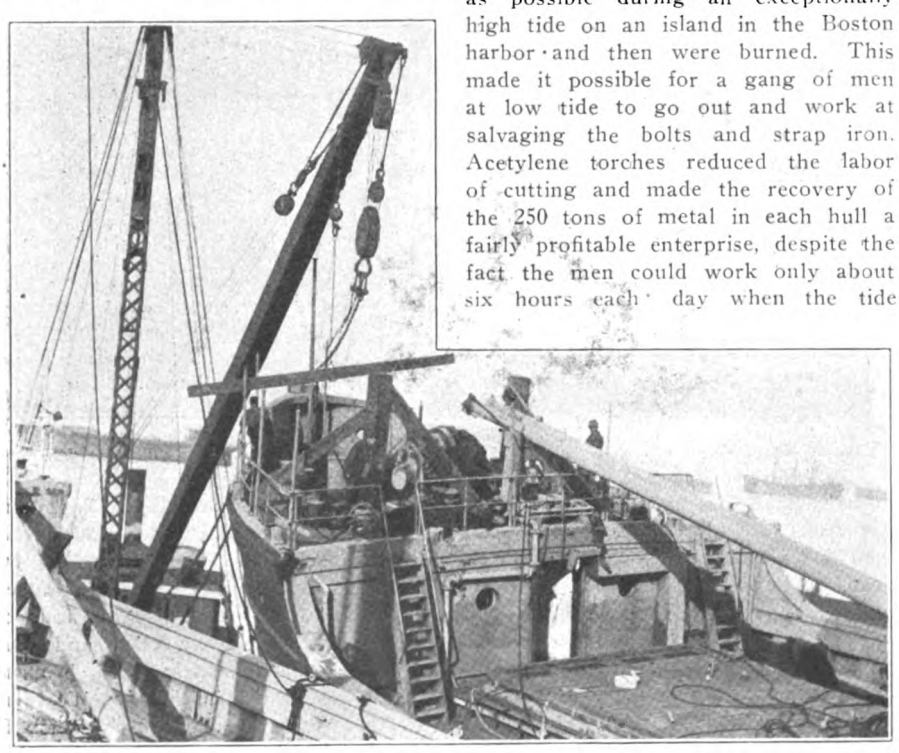

FIG. 3—THE VESSELS WERE BUILT OF FINE STRAIGHT GRAIN TIMBER AND THIS WAS SOLD WHEREVER THE LABOR OF REMOVING IT LEFT A PROFIT. MASTS AND BOOMS WERE SOLD TO BUILDING CONTRACTORS

The MAURETANIA of the Cunard line recently broke her own world's record for crossing the Atlantic. On Aug. 10, she reached the Ambrose Channel lightship in 5 days, 9 hours and 20 minutes, just 10 minutes faster than her previous westbound record. She came from Cherbourg. The average speed was 24.42 knots and the longest day's run was 623 miles.

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Cannot Libel U. S. Ships

Vessels operated under the managing agency agreement No. 4 for account of the shipping board, may not be libeled for violation of the customs revenue laws, according to a ruling by the customs bureau at Washington. Under the terms of the managing agency agreement, any penalty to which a vessel is liable when collected from the operator, ultimately would be paid by the owner, in this instance, the shipping board. The statement says then it would be futile for one department of the government to collect from another department, and, therefore, a vessel liable for violation of the customs revenue laws shall not be refused clearance papers, nor any action taken toward enforcement of the liability. This does not, however, apply to vessels operated under bareboat charters, and does not relieve masters or others from personal liability.

star readings and pole star readings, and if he has any time for sleep it does not show on the log."

Centuries on centuries have gone by since the Phoenicians sailed the seas in their frail boats with only the stars and sun to guide them. The Carthaginians, Romans, Athenians, Norsemen, Venetians piloted the trackless waters with no charts, no compass, no sextant to aid them, naught except the signs in the heavens. It was not until a thousand years ago that charts began to be used. Then followed slowly the mercator projection, the compass, the rude "cross-staff," used by Columbus, the cumbersome astrolabe and finally the chronometer. So the art of navigation was developed step by step.

One of the great strides in this slow process was the application of arithmetical solutions in the early part of the seventeenth century. As far away as 1620, trigonometry was studied and used.

in many cases where five figures are needed, Crelle's multiplication table be used instead of logarithms and where three only are necessary a 20-inch slide rule be used. His theory is that eventually calculus will be the accepted method of handling the mathematical problems of navigation both in teaching and in practice.

"One who wishes to master navigation," says the author, "should really do so by means of calculus. Indeed, navigation can hardly be completely mastered any other way and calculus has, in addition to this, the advantage, like the proper way of doing anything has, of being decidedly the easiest way. When calculus is used the only table needed is one of natural trigonometrical functions. This and the 25-cent American Nautical Almanac for the year are all that is absolutely necessary, though Crelle's tables and a 20-inch slide rule are advisable to save time and mistakes."

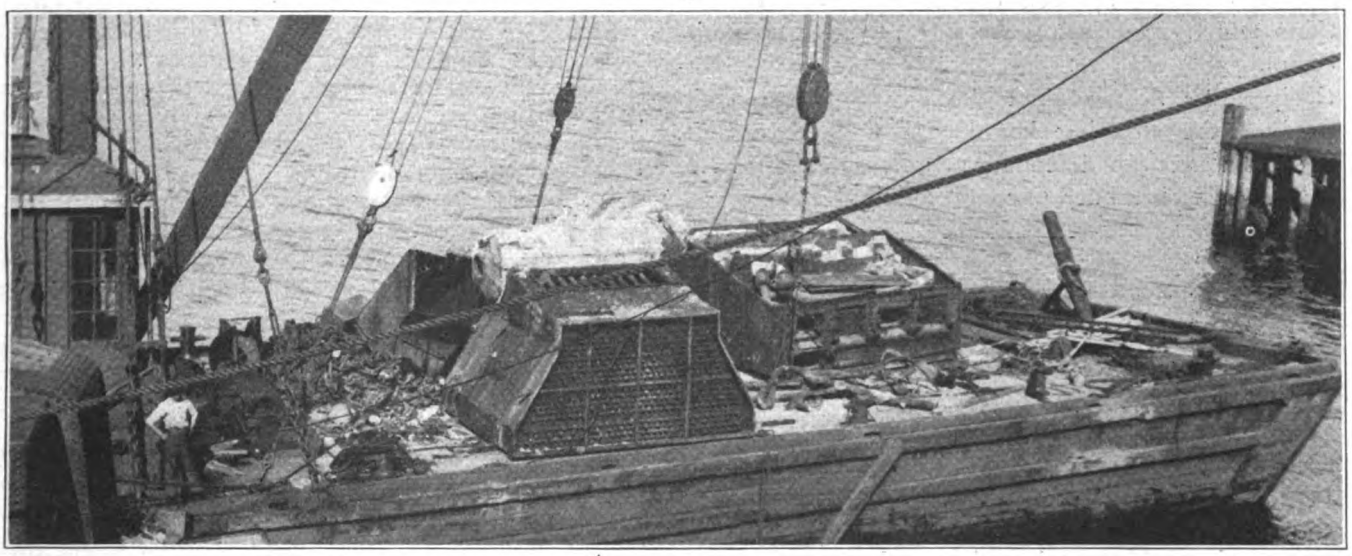

FIG. 5—TWO OF THE BOILERS WERE SOLD WHICH MEANT CUTTING RIVETS AND SEPARATING PARTS SO THAT THEY COULD BE LOADED ON FREIGHT CARS

Urges New Method for Use of Navigators

To the Editor of MARINE REVIEW:

It seems incongruous to the landlubber that a sailor should study calculus in order to master navigation, but a new book on the subject of "The Mathematics of Navigation" tells us that in time calculus will be the accepted method of handling the problems of this science both in teaching and in practice.

The author of the volume, Edward J. Willis, Richmond, Va., declares in his preface his wish to modify some of the deck officer's labors. Nearly all books on navigation, he says have chapters showing that "the navigator is on deck by dawn, spends his day, without eating, in a maze of observations, entries, calculations, precalculations, corrections and chart work; takes morning, noon, afternoon, sunset and moon readings, Mr. Willis says: "Many who navigate ships are poor mathematicians and though they may be fine men, good sailors and efficient officers they are so in spite of their poor mathematics, not because of it. Navigation is a mathematical subject and should be so taught. No one can understand navigation unless he knows some mathematics, arithmetic, geometry, algebra, analytical geometry and plane trigonometry. The author does not consider spherical geometry and trigonometry necessary and thinks they should be avoided, as will be seen, but it is absolutely necessary that the general astronomical situation be properly comprehended."

Briefly, the author advocates the abandonment of spherical geometry and trigonometry in the theory, instruction and practice of navigation and advocates the use of plane trigonometry and calculus in their place. He also advises that

Mr. Willis's book has attracted much attention in Europe as well as in this country and has already been translated into German. Among the foreign authorities who have commented favorably upon it are Capt. H. H. Holland, instructor in the Royal Naval College at Greenwich, Prof. W. H. Young of the University College of Wales; Prof. Percy A. Hilhouse of the University of Glasgow; Prof. G. Darmois of the Faculty of Sciences at Nancy; Prof. S. Pincherle of the University of Bologna; Prof. Dr. Th. Vahlen of the University of Griefswald; Prof. Joseph Krauss of Lubeck; Director Doring of the sea school at Altona, Germany, and Friedrich Bolle, of the marine school at Lubeck, Germany, as well as other eminent men in Holland, Sweden, China and Spain and other countries.

(Signed) Lewis Wood
Washington, D. C.

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Editorial

Tired of Government Ownership

CANADA is providing an object lesson for those who still persist in reading anything but failure into this country's efforts to operate a government fleet. According to Canadian reports, that country's national fleet last year piled up a deficit of $8,000,000 from 65 vessels which cost $73,000,000. So the Canadians have decided to write down the fleet from its cost price of $191 per ton to $60 per ton, and then try to sell at least 27 of the 65 ships. More experimenting will be done with the 38 others.

The other side of the picture shows the Canadian Pacific railroad with its large private fleet, busily adding 100,000 tons to its holdings and apparently enjoying some degree of prosperity.

If Canadians, relieved of the expensive restrictions which American laws pile on American operators, and with the further advantage of a relatively small fleet against the unwieldly 1000-ship fleet of the shipping board, are willing to quit, the last American defendant of government ownership should surrender unconditionally.

Organize Lake Port Commissions

IN THE belief that the St. Lawrence passage between the Great Lakes and the Atlantic will be opened within a reasonable period to seagoing vessels, cities along the lakes are discussing port development plans. Despite the opposition of the New York district to the St. Lawrence project and the uncertainty over Canada's views, economic pressure inevitably will force its opening.

The action of the lake cities in beginning a serious study of their port problems is a wise precaution. But whether the means chosen to bring about this development will be equally wise is more doubtful. Politics has retarded the growth of many American ports and it is too much to hope that none of the lake cities will suffer from the same baneful influence.

Any commissions chosen to study lake port development will have to approach the problem from a new angle. Ocean ports have been developed to meet one class of shipping. Lake ports have been built to meet another distinct kind of shipping. The lake developments designed to take advantage of the opening of the St. Lawrence will have to combine those parts of ocean and lake design and practice which will best fit the ports to handle both kinds of ships.

The major point for these new commissions to remember is that their problem must be attacked from the other man's viewpoint. Instead of a narrow view of what each individual city desires, the ports must be built to meet the needs of the trade.

A Word from Mr. Bencher—Expert

IDENTIFIED by the pseudonym "Bencher," and by the statement that he is a political and business expert, a writer in the Liverpool, England, *Courier,* forfeits his claim to the title of expert in either field by the following:

"It is, of course, perfectly open to any Britisher legitimately to regard the subsidising bill as treachery to this country. Great Britain, out of pure sentiment toward America, has agreed to alterations of her naval power standard, she has consented to the supercession of the Anglo-Japanese alliance by a pact more favorable to the United States, she has allowed the transatlantic consideration to affect her handling of the Irish situation.

"And in return what has America done?

"Worse than nothing.

"America not only abstains from assisting Great Britain in her efforts to re-establish European social life: America actively menaces Great Britain's livelihood by subjecting her to trading conditions which are a gross breach of all international commercial morality as we at present conceive it.

"There remain now three things to be done.

"Diplomatic suasion must be brought to bear upon Washington.

"Capital and labor must combine, in the most actual sense, to produce and to transport at the cheapest rate.

"America must be left under no misapprehension as to the solidity of the Empire as one vast commercial unit, in the face of the sustained aggression which the subsidising bill foreshadows."

British acquiescence in the Washington program of limitation of armaments is commendable but basing her action on sentimental affection for this country is silly. Studying the naval programs of two countries, the constructive capacity for carrying through the programs and the funds available, most Americans have concluded that the United States gave up more than any other.

Equally silly is the claim that the subsidy bill is a gross breach of international commercial morality. England has paid millions in subsidies and allows her shipowners almost complete freedom in operating and manning their vessels. The United States has given little direct aid for half a century and has piled up expensive restrictions on her shipowners. Common fairness justifies the government in paying some of the extra expense introduced by the restrictions which the lawmakers imposed. And when the subsidy funds are matched with the extra costs under the American flag, the balance will still be favorable to England.

Britishers, agitated by the prospective loss of trade to a successful American merchant marine, can fight their commercial battle more effectively than through the foolish mouthings of a "Bencher."

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McAllister Heads Ship Cost Committee

C. A. McAllister, vice president of the American Bureau of Shipping, has accepted appointment as chairman of a committee to review present fuel practices and study burning equipment and recommend improvements for shipping board vessels. In a letter to Joseph E. Sheedy, acting vice president of the Emergency Fleet corporation, Captain McAllister says:

"As this is a subject to which I have given a great deal of attention, and have been advocating for years, it gives me great pleasure to accept the appointment as a member and I am also willing to serve as chairman of the committee, in accordance with your request.

"As soon as I am advised by you as to the members to represent the American Society of Mechanical Engineers, and the Marine Engineers' Beneficial association, I will immediately call the committee together and begin work. In the meantime, I will start preliminary work on such relevant matters as can be accomplished before the committee meets.

"I wish to congratulate you on the step you have taken in the authorization of this committee. As the cost of fuel is the largest single item in ship operation, this should mark an epoch in shipping, as the subject of fuel burning economy heretofore has been given but little scientific attention. This applies not alone to American ships, but to the ships of the world. I, therefore, hope that our committee will be able to accomplish much for the benefit of American shipping."

Shipping Firm Bankrupt

Bankruptcy schedules were filed recently by the Caribbean Steamship Co., Ltd., 10 Bridge street, New York, showing liabilities of $743,047 and assets of $530,307. Assets include $431,390 in shipping, $52,926 in accounts and $40,000 in securities. Creditors include the Terminal Dock Co., $186,695; the shipping board, $68,367; and the Atlantic Basin Iron Works, $14,853.

Import Antipodean Coal

End of the strike of miners in the Newcastle, N. S. W., collieries, which has been going on since July 3, and the coincident railroad and coal strikes in the United States, have brought out a demand for ships to handle coal from the Antipodean collieries to California ports. Mayor James Rolph Jr., of James Rolph & Co., San Francisco, announced at the end of July that his firm had chartered the steamer HOLLYWOOD, from Swayne & Hoyt, to load coal at Newcastle for delivery in San Francisco. The freighter WEST ISLIP, chartered by the Rolph company from the shipping board, began loading 6000 tons of coal at Newcastle, N. S. W., immediately on annoucement of the settlement of the strike, for delivery in San Francisco. The Union Steamship Co., J. J. Moore & Co., and W. L. Comyn & Co., also have ships loading with coal at Newcastle for San Francisco.

Fogs Cause Loss of Two Ships in Collision

Dense fog was the direct cause of two disastrous marine mishaps on the north Pacific coast recently. On July 16, the intercoastal liner HARRY LUCKENBACH rammed and sank the steel freighter HENRY T. SCOTT, operated between California and Puget sound. The collision took place inside Cape Flattery, the LUCKENBACH being outbound and the SCOTT enroute to Puget sound ports. The SCOTT sank so quickly that six members of the crew lost their lives, among them being Chief Engineer T. W. C. Spencer, one of the best known men in his profession on the coast. Mr. Spencer was formerly chief of the GREAT NORTHERN. The SCOTT was owned by Fred Linderman, San Francisco, and was valued at $300,000. She was especially well adapted for lumber carrying. The wreck lies in such deep water that salvage is out of the question.

On July 27, just outside Seattle harbor, the Japanese steamer HAWAII MARU, of the Osaka Shosen Kaisha, sank the local wood steamer CALISTA, whose 70 passengers and crew escaped without injury. The CALISTA sank quickly and will be a total loss. The HAWAII MARU was uninjured and proceeded for Oriental ports the same day.

German Dividends Higher

Drop in the value of the mark, during the past year led to increases in the rate of dividends declared by German shipping companies. Word from Berlin shows that the Hamburg-South American line paid 28 per cent in 1921 against 16 per cent in 1920. Both the Hamburg-American and North German Lloyd paid 10 per cent against 8 per cent the year previous. The Hamburg and Bremen African line paid 15 per cent against 10 per cent in 1920. Eleven German shipping companies paid in 1921 an average dividend of 15 per cent against 12 per cent in 1920.

Fire Apparatus Builders Are Consolidated

The Foamite-Childs Corp. has been formed by the merger of the Foamite Co., 151 Fifth avenue, New York, and the O. J. Childs Co., Inc., Utica, N. Y., and executive offices have been established in Utica. The Childs company, manufacturer of chemical and motor fire apparatus since 1896, has been manufacturing portable devices for the Foamite company for several years. Under the merger, all departments individual with each company will be consolidated with the other.

Officers of the new company have been elected as follows: President, W. J. Childs; vice president, F. M. Watters; secretary, E. Janeway; treasurer, F. J. Maginniss; and director in charge of sales, James C. Paterson.

Assigned Shipping Board Vessels

WEST O'ROWA, 8388 tons. Assigned Columbia Pacific Shipping Co., managing agent.

WEST CAYOTE, 8542 tons. Assigned Columbia Ship, ing Co., Portland, Oreg. Portland-Far East service.

PRESIDENT PIERCE, 12,077 tons. Assigned Pacific Mail Steamship Co., San Francisco. San Francisco-Far East service.

PRESIDENT TAFT, 12,044 tons. Assigned Pacific Mail Steamship Co., San Francisco. San Francisco-Far East service.

EASTERN GLEN, 8520 tons. Assigned Mallory Transport Lines, Inc., New York. South and East African service.

COLORADO SPRINGS, 9996 tons. Assigned S. Sgitovich & Co., Galveston, Tex. Galveston-Havre-Antwerp service.

INVINCIBLE, 11,868 tons. Assigned S. Sgitovich & Co., Galveston, Tex. Galveston-Havre-Antwerp service.

PRESIDENT JEFFERSON, 11,442 tons. Assigned Pacific Steamship Co. indefinitely instead of for one voyage only.

VINCENT, 9776 tons. Assigned Cosmopolitan Shipping Co. indefinitely instead of for one voyage only.

Diesel Engined Yacht on Trial Trip

Trial trip of the yacht CYNTHIA was completed successfully on July 20. She was built by the Todd Shipyards Corp., New York, for Commodore Merrill B. Mills, Detroit. The yacht is a twin screw, diesel engined vessel, 129 feet in length over all, 26 feet beam and 6 feet 6 inches draft. Her main propelling machinery consists of two diesel type, 6-cylinder, 4-cycle engines manufactured by the Winton Engine Co., Cleveland. Each engine develops 225 brake horsepower. The yacht has a cruising radius of 4000 miles with a designed speed of 12 knots. Her owner will use the CYNTHIA both in northern and southern waters.

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Obituaries

William Andrew Thompson Jr., a vice president of the Texas Co. and president of its subsidiary, the Texas Steamship Co., died suddenly July 24 of apoplexy at his home in Brooklyn. He had been in charge of the export, marine and northern sales departments of the Texas Co. He was born in Duluth May 22, 1872. After attending public schools there he entered the employ of Capt. Alexander McDougall in the shipbuilding business as a bookkeeper. He was subsequently transferred to the construction department and obtained expert training in barge and ship construction. Later he became vessel manager of the Duluth board of trade and after a year again became associated with Captain McDougall's organization, where he designed and supervised the construction of barges and twin-screw towboats. Mr. Thompson later became manager of the St. Louis Steel Barge Co., St. Louis. In 1902 the St. Louis Steel Barge Co. and the Sarpy Oil Transportation Co. of Louisiana merged and the barges which had been constructed under Mr. Thompson's supervision were converted into bulk oil carriers and he became manager of transportation for the new company.

The business of the Sarpy company was liquidated in 1904 and the Texas Fuel Oil Co. was formed with Mr. Thompson as general manager. This company later was absorbed by the Texas Oil Co. of Louisiana and at that time Mr. Thompson was made general supervisor over the operations of the company in Louisiana. He remained there until 1906 when he was transferred to the New York office of the Texas Co. to organize its marine department. He was first elected a director of the Texas Co. July 13, 1905 and was made vice president, Jan. 4, 1913. As manager of the marine department, Mr. Thompson supervised the expansion and growth of the marine facilities and equipment of the company. In April, 1912, the Texas Steamship Co. was formed to build and operate tank ships, barges, and other marine equipment for the Texas Co. and Mr. Thompson was elected president of the new organization. Under his management the company constructed and completed 35 tank ships, tugs and barges, the building program being completed in the latter part of 1921. In 1916, the Texas Steamship Co. took over the old Sewall shipyard at Bath, Me., and this plant was operated under Mr. Thompson's direction. From 1908 to 1912 he had charge of the construction of terminals at Bayonne, Providence, Norfolk, Portland, Charleston, Jacksonville, Baltimore, and Cristobal, including the original planning, the selection and purchase of sites and properties, and the necessary equipment and facilities. When the Texas Co. was represented in Mexico by the Panuco Transportation Co., Mr. Thompson had direct supervision over the activities of the Panuco Transportation Co. and later took an active part in the planning and establishment of the terminal at Las Matillas. Mr. Thompson was also a director of the American Steamship Owners' Mutual Protection and Indemnity Association, Inc., a member of the executive committee of the American Steamship Owners' association, a member of the American Committee of Lloyd's Register of Shipping, and a member of the Maritime Association of the port of New York.

* * *

Capt. Thomas Grant, a veteran north Pacific pilot, died at his home in Seattle,

WILLIAM ANDREW THOMPSON JR.

July 17. For many years he was pilot for the Osaka Shosen Kaisha. He came to the Pacific in 1873.

* * *

Capt. Arthur H. Clark, long identified with the maritime history of Boston and New England and for many years connected with Lloyds, died recently at his home in Newburyport, Mass., at the age of 81 years.

* * *

Capt. Klaan van Oterendorp, 91, one of the oldest and best known of Pacific coast ship captains, died in Alameda, Cal., late in July. He had been retired for nearly 20 years, and had been a ship commander for 50 years before his retirement. During his service at sea he never had an accident.

* * *

Joseph A. Sloan, naval architect and one of the members of the Sloan Shipbuilding Co., died in Seattle July 24. He was born at Cleveland in 1862. After serving with various shipbuilding companies, he came to Puget sound in 1896. With his brother, Phillip Sloan, he established a wood shipbuilding plant. During the war, the two brothers established plants at Olympia and Anacortes, Wash., obtaining both private and government contracts. Later the shipping board took over the yards and contract and completed a number of vessels. As a result of this action, the Sloans instituted a suit for $3,400,000 against the government, alleging violation of contract and loss of profits. Worry over this and immediate financial difficulties are supposed to have caused his death.

* * *

Francis S. Martin, consulting engineer and naval architect, died recently at his home in Plainfield, N. J., at the age of 70 years. He served as chairman of the board of survey and as a consulting engineer of the shipping board during the world war. He started his career in the shipyard of John Roach & Son, Chester, Del., and later was with the Harlan & Hollingsworth Co., Wilmington.

* * *

David D. Faris, manager of the marine department of the Westinghouse Electric & Mfg. Co., East Pittsburgh, Pa., since July 1, died suddenly in his office shortly after noon July 10. Death was due to apoplexy. Mr. Faris was born in Wheeling, W. Va. After graduating from school he worked for the Bellaire Steel Works, Bellaire, O., the National Tube Co., Pittsburgh, the National Cash Register Co., Dayton, O., and the Pressed Steel Car Co., McKees Rocks, Pa. He also served in the Spanish-American war. In May, 1904, he was employed in the production department of the Westinghouse Machine Co. at East Pittsburgh and then was transferred to the sales department where he remained for five years. He was assigned to the Atlanta office as sales engineer, and later was engaged in the Chicago office. In 1912 he was given charge of the Detroit and Indianapolis offices of the Westinghouse company. When the Westinghouse Machine Co. was absorbed by the Electric company in 1915, Mr. Faris returned to East Pittsburgh and was made assistant to the manager of the power department. In 1919 he became assistant to the manger of the marine department, in which position he remained until his recent promotion. Mr. Faris was a member of various technical organizations.

Launch White Star Liner

The White Star liner DORIC, 16,600 gross tons, was launched recently at Harland & Wolff's shipyard at Belfast. Third of the one-cabin class of steamship similar to the REGINA and PITTSBURGH, she will be placed in the Montreal-Liverpool service next season. She is 601 feet long, 68 feet beam and has twin screws with a speed of 17 knots. She will carry 2100 passengers.

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England May Revive Century-Old Canals

By Joseph Horton

Motor-driven barge navigating one of the old canals which England plans to modernize

IMPROVEMENT and unification of canals and their operation are receiving considerable attention in Great Britain where nearly 4000 miles of natural and constructed inland waterways for years have been on the decline. Nobody in Great Britain is particularly proud of the canal system, yet, the building of these canals represented a great, far-seeing enterprise. They were all constructed, with the single exception of the Manchester ship canal, between 1760 and 1830. That was long before the period of railways, and, as roads were bad and freight often had to be conveyed by pack horse, the canals naturally were welcomed as a great boon. The total mileage of canals and waterways now used in the United Kingdom is about 4670. Of this, 3639 miles are in England and Wales, 183 in Scotland, and 848 in Ireland. The railroads own or control 1360 miles, or about a third of the whole system. Some canals have deteriorated, and been abandoned.

In two or three cases, the traffic has been maintained and even increased; but everywhere the proportion of long distance traffic to local traffic by water has become small. The royal commission on canals which presented a voluminous report in 1909, said, that "considered as a whole, the waterways have had no share in the enormous increase of internal transport business which has taken place between the middle of the 19th century and the present time." The total mileage is now considerably less than in 1830. This has reduced the number of canal carriers, which makes it impossible to deal at any time with a rush of business.

The practical difficulties arising from divided control, and differences of width of the main waterways and locks, involving also differences in the sizes of the vessels, are enormous. A vivid example was given before the royal commission by Mr. de Salis, vice chairman of Fellows, Morton & Clayton, Ltd., canal carriers. He pointed out that all the through routes contained links of narrow canal, compelling all the long distance traffic to be taken in narrow boats. For example, nothing but a narrow boat could navigate between London and Northampton, London and Leicester, and London and Nottingham or Manchester, while only a narrow boat could get into or out of Birmingham from anywhere. These narrow boats, which carry 25 to 28 tons, cannot venture on a tidal river and, in every case their carges have to be transshipped somewhere en route into heavier barges to venture on the rivers of London, Liverpool, Bristol, etc. Of the 4000 miles of canals in England and Wales the average length controlled by one authority is only 28 miles. The carrier of goods from Birmingham to London has to deal with seven different companies. The case is worse between Birmingham and Worcester in which journeys of 25 to 28 miles involve dealing with five different companies. All this adds to expense and wastes time. For long distances, the boat capacity is restricted to the narrowest and smallest vessel, which has an outside capacity of 25 to 28 tons.

The varying levels have involved the construction of numerous locks of old-fashioned type, which have to be filled and emptied for every boat which passes through. Thus, between Birmingham and London, a distance of 128 miles, there is a rise of level of 1090 feet, necessitating 160 locks; between

"Leg" Boats Through

A PECULIAR method of operation exists near one of the canal tunnels at Dudley, England, in the Black country. What is known as the old tunnel has a length of 2250 feet. There are no tow paths and the only way to get the boats through the tunnel is for the men to lie on their backs and propel the vessel, often with a load of 30 tons, by pressing their feet strongly against the top of the tunnel, a process of haulage locally known as "legging." This profession has been the monopoly of a succession of generations comprising a few families. The men earn a good living but the continuous work has produced a curious kind of deformity, their hips being of abnormal size. The practice was formerly much more general, but it has been found possible in some other tunnels to propel the boat by turning on a stream of water from either end of the tunnel according to the direction required. In some cases also a motor has been employed, but the practice in this particular tunnel prevails to this day.

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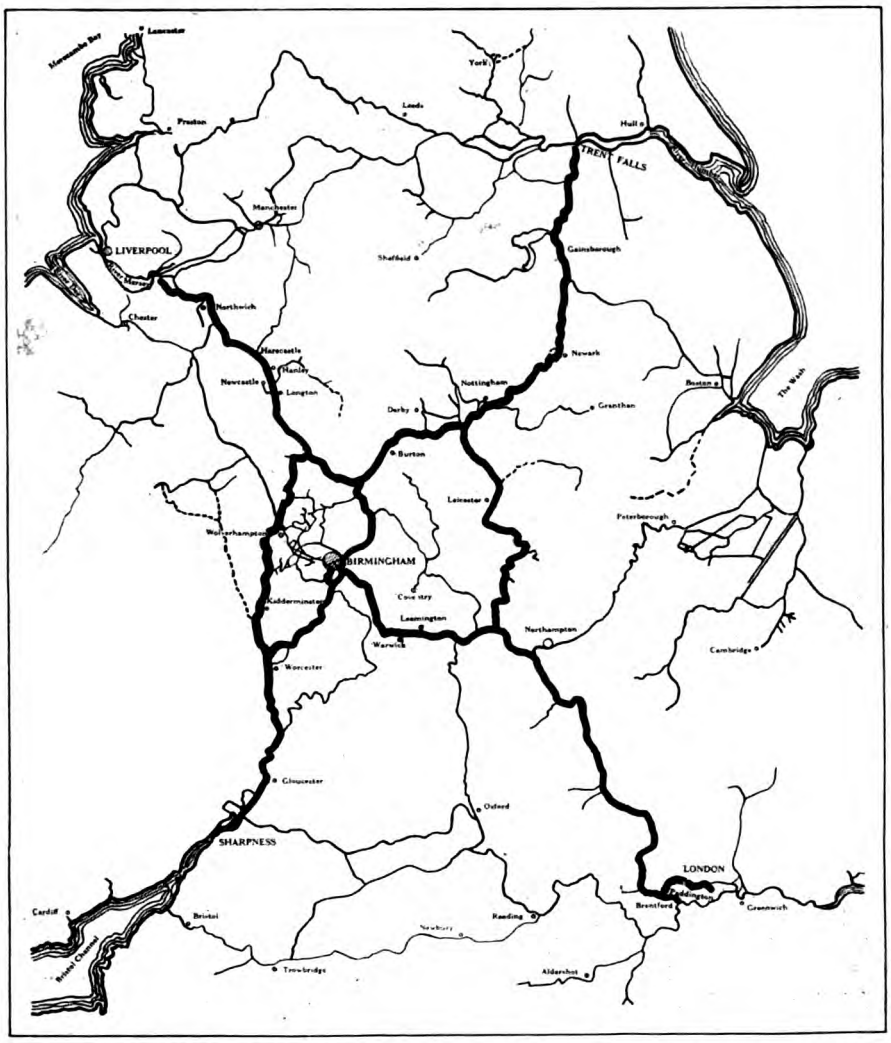

NAVIGABLE CANALS AND WATERWAYS OF ENGLAND. THE WATERWAYS SHOWN BY HEAVY LINES FORM THE "CROSS" WHICH UNITES THE MAJOR INDUSTRIAL DISTRICTS. EVERY CANAL IN THE CROSS HAS BEEN ENLARGED TO A 100-TON STANDARD

Birmingham and Liverpool, a distance of 97 miles there are 82 locks; and between Birmingham and the Bristol channel a rise of 414 feet involving 62 locks. The effect of this is a slow rate of haulage, so that what is described as an "express" boat cannot do the journey from Birmingham to Liverpool under three days, while most traders consider it necessary to allow a week.

Horse Haulage Prevails

With regard to haulage, the almost universal method is horse haulage, the system in vogue when the canals were established 160 years ago. Fairly successful experiments have been made with detachable motors, but the speed of these has to be limited, because the canals were not originally designed for speed, and any undue disturbance of the water would quickly affect the stability of the canal banks, and possibly of factories and other buildings which, in many cases, are constructed to the water's edge, and have their foundations at the bottom of the canal itself. The numerous locks, also, offer a serious obstacle to rapid progress. While a motor can haul three boats lashed together, each must be separated to enter the lock and must be hauled in position either by the united energies of the boatmen, or by the attachment to each boat of the motor.

Railway ownership of canals has added to this the general determination. In 1872 a joint committee of parliament reported:

"It would seem that railway companies have, in the case of canals, more than the usual motives for suppressing their rivals, and, if they can obtain control of a canal, for putting an end to its traffic. On railways they are carriers, as well as owners of the road, and earn profit in both capacities. On canals they carry, if at all, only in competition with other barge owners. Further, the railway companies seldom, if ever, have the whole of the great through route by canal, and consequently it is their interest, in such cases to send the traffic by railway where they have the whole route in their hands, rather than by canal where they have only a part."

The effect of this outspoken report was a prohibition, by act of parliament, in the following year, of the further acquisition or control of canals by railway companies, and this prohibition has since been strengthened. But the mischief already had been done, and no traffic can now get out of the center of England without encountering railway-owned or controlled canals. This seriously affects the iron trade of South Staffordshire, which has a great deal of heavy traffic with the coast.

Continent Canal Successful

The Waterways association, a national organization established in Birmingham in 1912, has laid emphasis on several points. It was found that while canal development had been slow, in Great Britain, vast sums had been spent on the continent with satisfactory results to continental competitors who were able to convey their goods at from one third to half the British charges. It was pointed out, also that the Midlands were especially unfortunate, and these excessive charges had to be paid both on the import of raw materials and the outward transit of manufactured goods for shipment. A serious practical result of this expensive traffic was the removal of great iron works by Messrs. Lysaght from Wolverhampton to Newport on the seaboard, and of another large works owned by Guest, Keen & Nettlefolds, one of the largest steel makers in the kingdom to the same neighborhood.

The Waterways association found its work facilitated by the royal commission which, in 1909, made a series of remarkable recommendations. The commission proposed, first of all, establishment of a waterway board to have full control of all canals, the enlargement and improvement of four main routes, the unification of the waterways, and some other reforms of less importance. Since that time, the association has devoted all its energies to the promotion of the scheme now generally known as "the cross," covering the four main routes, and which will be easily understood by reference to the map prepared by the association.

Four Routes Planned

The proposed improved canals cover the following routes:

Route A—Birmingham and Leicester to London; improved to the 100-ton standard 174 miles.

Route B—Leicester, Burton and Nottingham to the Humber; may be regarded as practically a river route; improved to the 300-ton standard be-

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tween Leicester and Fradley Junction respectively and Nottingham, by the valleys of the rivers Soar and Trent, and so as to enable 750-ton vessels to come up the Trent to Nottingham, 138 miles.

Route C—Wolverhampton and Birmingham to the Mersey; improved to the 100-ton standard; the Weaver portion is already capable of transporting barges of over 400 tons; 113 miles.

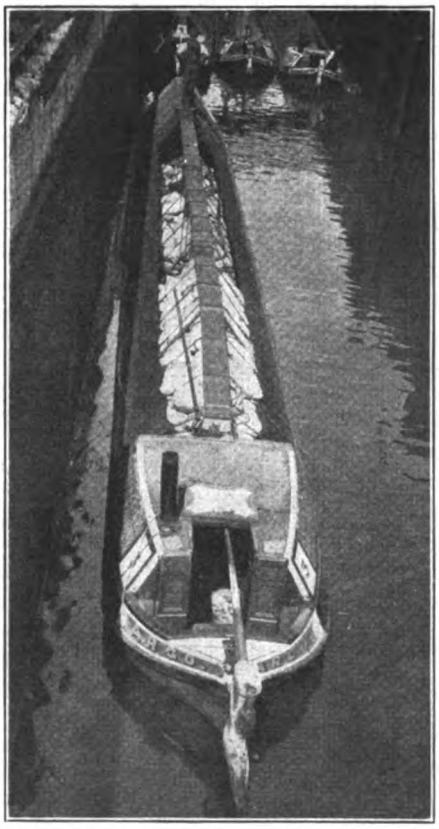
Route D—Wolverhampton and Birmingham to the Severn; improved to the 100-ton standard from Wolverhampton to Stourport and from Birmingham via Droitwich to the Severn at Hawford, so as to enable vessels of 750 tons to reach Worcester, and of 600 tons to reach Stourport, via the Gloucester and Berkeley canal and the Severn; by the Gloucester and Berkeley canal, vessels of 1300 tons can reach Gloucester. Birmingham to Sharpness, 76 miles; Wolverhampton to Hawford, 32 miles.

The principal ports are reached on the east and west coast from the Midlands by these routes. The network of canals about Birmingham is a striking feature of the map; but it will be seen that there is to be an enlarged canal both from Wolverhampton and Birmingham. For this Black country group of canals it is considered sufficient to widen the locks. Generally the 100-ton standard has been decided upon, in view of the enormous cost of the adoption of a larger standard of, say, 300 tons.

Estimated Cost Higher

When the scheme was evolved, the estimated cost for the "cross" scheme, and the necessary minor improvements to the feeder or branch canals was over £17,500,000 or $85,050,000 at normal exchange. A moderate computation put the estimated present cost as about £45,000,000 or $218,700,000, although some authorities reduce the figure by a few millions. No doubt the war was mainly responsible for the holding up of the scheme and the enormous additional outlay which is now necessary.

The proposed canal would suffice for barges 80 feet long with a beam



CARGOES OF GRAIN BEING LOCKED THROUGH A BRITISH CANAL

of 14 feet and a draft of five feet. The cross-sectional area canal would be 350 square feet, the width of the waterway in open country 59 feet 6 inches, the length of the locks 253 feet, with a width of 15 feet. The number of locks would be reduced to 31 between Birmingham and London, 15 between Birmingham and Liverpool, and 10 between Birmingham and the Bristol channel. It is proposed to make extensive use of lifts, which would save a great deal of time and the pumping back of the displaced water.

The scheme has received the approval of a great number of local authorities in the Midlands, all of which have much to gain from improved waterways. An essential element is that the stock issued or loans raised for the acquisition of the canals and their improvements should be guaranteed by the state.

One Canal Flourishes

In view of the general deterioration, it is refreshing to refer to one canal, a brilliant exception to the general rule, the Manchester ship canal which was constructed between 1887 and 1894. The total cost was £16,798,-526, or $81,640,000. The canal enters the River Mersey at Eastham. It is 35½ mies long, 28 feet deep, and 120 feet wide at the bottom. On the whole, it is considered to have met expectations. Regular lines of steamers now trade between Manchester and most of the principal ports of the world, and twin screw steamers with a deadweight capacity of 12,000 tons regularly visit the port.

Birmingham, while it has the worst series of canals, would enormously benefit from the proposed improvement, because it is within 26 miles of Worcester from where the Severn would be a navigable waterway to Bristol. Worcester at present easily accommodates vessels of 100 tons.

The defects of the Birmingham canals have repeatedly been pointed out, and a number of improvements were recently suggested by the Midland coal merchants including a plan of dredging, the straightening of awkward bends, and the widening of narrow bridges, the introduction of lifts, etc. The merchants have given their general approval to the scheme.

Why British Oppose U. S. Subsidy Plan

IN THE London, England, *Times*, Edwin Stockton, a British business man and railroad director, discusses the proposed American subsidy bill as follows:

The United States merchant marine bill now before congress demands the serious attention of business communities all the world over, as the four points set out below introduce quite novel principles as applied to transport, and, while recognizing the perfectly natural desire of our American friends to make their mercantile fleet a commercial success, particularly in view of the circumstances which mainly gave rise to its being, it behooves business men everywhere to be alive to the serious effects on international trade if such legislative proposals are adopted:

The four main points to which attention should be drawn are:

(1) For the granting of differential railway rates, that is of rates so adjusted as to favor cargoes on the way to or from American ships.

(2) Income tax rebates on the freight paid by American shippers to American shipowners.

(3) The doubling of all tonnage dues on all ships, whatever their flag, and the application of the resulting increase in that revenue exclusively for the benefit of American ships.

(4) For the carrying of at least 50 per cent of all emigrants to the United States in American ships.

It seems peculiarly inopportune just now, when the worldwide problem of adjusting exchanges and restoring trade is receiving the anxious thought of statesmen and businessmen alike, that a measure of this kind should be urged as desirable by our cousins across the water.

First, transport, whether by sea, rail, road, or air, should be regarded as an

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international and salable commodity, and no community can afford to ignore this plain fact.

Secondly, transport should be as cheap as possible, consistent with efficiency, as all movement is dependent thereon, and no matter what the potential wealth of a country may be, such wealth is immobile if transport is lacking in itself, or restricted by reason of high costs.

Surely, then, it is vital that by all possible avenues the problem of cheapening the movement of merchandise from one part of the globe to another should be explored, and in the broadest sense all should co-operate to this end.

Will the bill now before congress assist a movement of this kind when, speaking internationally, the purchasing power of nations has been destroyed to a very large extent and the problem of depressed trade, social unrest, and the many evils associated therewith are so much to the fore?

There can only be one answer—namely, an emphatic negative. Being well assured that our American cousins, as keen business men, are out to help forward the effects of stabilizing the markets of the world in which they are naturally interested second to none, it is to be hoped most devoutly that other counsels will prevail, and that a measure which may for the moment yield some artificial advantage to America, but will inevitably react on the wider issues, will not receive the blessing of the legislative body before whom it now stands.

Is Economically Unsound

Any measure calculated to retard the free exchange of commodities as between nations is a menace to the general well being. It introduces artificial barriers against which other nations seek to find protection, and so the departure from a sound economic line becomes daily more and more emphasized. From such a condition of things it can only be expected that suspicion and bitterness will ensue, and the commercial confidence we are all longing for as antecedent to improved trade will be thrust further away to the great detriment of the new as well as the old world.

As a railway director I am naturally familiar with the law of undue preference, which always looms largely in the minds of railway administrators, but the American proposal is presumably indifferent to any considerations of this nature and frankly sets out to benefit American shipping at the expense of the rest of the world, and to this end would sweep the other great branch of transport, namely railways (not state-owned, mind), into the scheme. Are the American railways to be immune from the charge of undue preference?

If not, one can easily imagine all sorts of interesting cases arising where similar merchandise between the same points, but for different owners, is being moved by rail at different rates.

Have our friends on the other side really convinced themselves that by imposing an artificial barrier they are likely to achieve success when really they will be making it more difficult for other countries to buy their goods? Do they overlook, or are they indifferent to, the probability of other countries finding it possible by some apparently equally attractive legislation to counter the scheme now before the United States congress?

Frankly, it seems to me the suggestions are not progressive but retrograde, and that America with her immense production of almost all classes of marketable goods ought to be primarily concerned in making transport by rail and sea so cheap as to attract buyers and business from all over the world, while at the same time facilitating international efforts in the direction of lowering the cost of living in all countries, recognizing, as they must, that such cost is directly and materially affected by transport charges.

What the British Are Doing

Short Surveys of Important Activities in Maritime Centers of Island Empire

A LITTLE revival in ship repairing is recorded on the Tyne, most of the drydocks being now occupied. But new business is scarce, only about half a dozen vessels of medium and small sizes having been contracted for on the river this year. There are now 93 vessels of 141,237 total net tons laid up, as compared with 83 vessels of 122,897 tons at the end of May. The shipbuilding yards at Belfast are busier than they have been for some time.

Conditions in the shipbuilding industry are clearly reflected by Lloyds' construction statistics for the quarter ended June 30. The tonnage under construction in the United Kingdom at the end of the half year was 1,919,504 tons, believed to be the lowest figure on record for the last 30 years. The chief consolation obtained from the figures is that apparently the United Kingdom is doing as well as any other country.

* * *

LORD LEE has announced in the house of lords, the government's determination to proceed with the building of two first class battleships. These will be reasonably proof against any known or likely method of attack. The estimated cost is £6,500,000 ($28,990,000) each with an additional £1,500,000 ($6,690,000) for accessories. With the scrapping of four existing ships under the Washington agreement, it will be possible to reduce the number of men by 1100.

* * *

A PROPOSAL recently made by the Glasgow corporation that a shipbuilding and engineering exhibition be held in November in Glasgow has been turned down by the national chamber of commerce which was consulted on the project. The chamber appealed for the views of a number of interested firms who are practically unanimous against the proposal. The plan is abandoned for this year.

* * *

THE Kirk Shipping Co. Ltd., Cardiff, has decided to liquidate, owing to financial difficulties. It is stated that the ships cannot be run without considerable loss. The company is indebted to banks for £108,980, and its steamers, bought originally at a cost of £232,893, are now valued at £30,000. They are liable to seizure by the bank which has the power to decide whether to sell them or to place them under the management of another firm.

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Marine News in a Personal Way

Intimate Gossip About What Leaders in the Maritime World Are Doing

JOSEPH E. SHEEDY, acting vice president of the Emergency Fleet corporation, in charge of operations, has been named a vice president. He is thoroughly familiar with the shipping and shipbuilding industries. Mr. Sheedy is a native of Maine and an early graduate of the Massachusetts Nautical Training school. He served as an officer in the revenue cutter service for six years, resigning in 1909. Since that time he has been general superintendent of the Inter Island Steam Navigation Co. for five years; later with the Seattle Construction & Dry Dock Co., as assistant to the general manager; Seattle North Pacific Shipbuilding Co. as general manager; Downey Shipbuilding Co., as assistant to the president and later general manager. In September, 1921, he was appointed European manager for the Emergency Fleet corporation, being recalled from his headquarters in London to succeed the late A. J. Frey. In addition to being a member of the load line committee of the department of commerce, Mr. Sheedy is a member of leading naval and mechanical engineering societies in the United States.

Photo by Bushnell

A. R. HUNT

Promoted from General Manager to Vice President of the Todd Dry Docks Inc., Seattle

* * *

Col. E. H. Schulz, district engineer, U. S. army, with headquarters in Seattle, has been appointed division engineer of the north Pacific district succeeding Col. J. B. Cavanaugh, corps of engineers, retired. The latter built the Lake Washington canal.

* * *

H. N. MCMASTER has severed his connection with the Montreal Transportation Co., Ltd., and the Canada Steamship Lines, Ltd., and established a syndicated marine service in suite 305 at 285 Beaver Hall Hill, Montreal, doing business as a vessel and insurance broker, consulting master mariner, marine surveyor, appraiser and arbitrator.

* * *

JOHN NICOLSON has resigned as director of the division of field information, United States shipping board and has been assigned to the bureau of law of the board, under Commissioner Chamberlain. Mr. Nicolson's new duties will be connected with the scrutiny of foreign and United States laws affecting shipping investigations and hearings, and legal advice and litigations.

* * *

P. H. LACY, formerly district director of the shipping board at the port of Boston, and later at the port of Savannah, Ga., was recently made assistant district manager of all ports between Montreal and Philadelphia.

* * *

TAKASHI KOMATSU has succeeded K. DOI as managing director of the Toyo Kisen Kaisha in San Francisco, and has taken over the office, Mr. Doi returning to Japan. He gave a dinner on board the steamer TAIYO MARU, July 28, to his successor. Mr. Komatsu is a graduate of Yale university, has been secretary to S. Asano, president of the Toyo Kisen Kaisha for a number of years, and was secretary to Vice Admiral Kato at the disarmament conference at Washington last fall.

* * *

R. D. MACMILLEN, sales manager of the William H. Rankin Co., New York, has resigned, effective Aug. 15. On that date, he went with Albert Frank & Co., New York advertising agency, to take charge of their general and industrial advertising. Mr. MacMillen was formerly advertising manager and later sales manager of the Oxweld Acetylene Co., resigning to become secretary of the Prest-O-Lite Co. and administrative officer of other units of the Union Carbide group Later he became vice president and general manager of Murray Howe & Co., which agency up until the time of its merger with William H. Rankin Co. handled all the advertising of the Union Carbide & Carbon companies.

* * *

J. W. JOHNSON has been elected president of the Brunswick-Kroeschell Co., New Brunswick, N. J. and Chicago, manufacturer of ice machines. The company is a consolidation just completed of the Brunswick Refrigerating Co., the Kroeschell Bros. Co. and the Kroeschell Bros. Ice Machine Co. Mr. Johnson has been president of the Brunswick company. S. B. CARPENDER, vice president, and general manager of the Brunswick company, has been made first vice president. R. O. BUTZ, president of the Kroeschell company, has been made second vice president. G. H. WHEELER has been appointed manager of the New Brunswick plant and A. H. GOELZ manager of the Chicago plants. W. O. WHITNEY has been placed in charge of the marine sales departments of the consolidated company.

CAPT. C. A. MCALLISTER

Vice president of the American Bureau of Shipping who is chairman of a special committee appointed by the shipping board to analyze operating costs on American ships. The board is spending about $45,000,000 annually in which this committee of technical experts hopes to effect a 10 per cent reduction. The findings of the committee will be of great value to private American operators as well

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Late Decisions in Maritime Law

Legal Tips for Ship Owners and Officers

Specially Compiled for Marine Review
By Harry Bowne Skillman
Attorney at Law

BAD storage of a cargo of barrels of olive oil is negligence for which the shipper may recover notwithstanding an exception in the bill of lading against leakage or breakage.—ARPILLAO, 270 *Federal Reporter* 426.

* * *

"In the ordinary contract of towage, a tug is neither a common carrier nor an insurer. Therefore, the highest possible degree of care and skill is not required. But the owners of a tug are bailees for hire. As such they must exercise reasonable skill, care, and diligence in all that relates to the work until it is accomplished."—Doherty v. Pennsylvania Railroad Co., 269 *Federal Reporter* 959.

* * *

"The master of a ship, who commits, in his character of master, an act for an unlawful or fraudulent purpose, to the injury of the owner of the ship, is guilty of the offense of barratry; and for the commission of such an offense the maritime law prescribes as a penalty the forfeiture of all compensation due. * * * Where the master of a ship is guilty of fraud in rendering his accounts to the owner, he is guilty of such breach of duty as works a forfeiture of wages. There is criminal misconduct and a breach of duty of a fiduciary, and it is all the more reprehensible because done by an officer of the ship, who knows that his conduct is wrong and that he owes the highest fidelity to his principal the owner."—Hansen v. Barnard, 270 *Federal Reporter* 163.

* * *

In the case of Owens v. Breitung, 270 *Federal Reporter* 190, brought to recover prepaid freight, the court held that if goods are not delivered, no freight is earned, and the shipper may recover the same, if prepaid. It was then decided that libelant could not recover, the facts showing that it was known to all concerned before the voyage began that, though the steamer was to be seized as enemy property, there would be no condemnation of the cargo, which was to be bought or forwarded to destination by the seizing government; that before the voyage to Rotterdam was completed, the steamer was seized by a French cruiser and brought into the port of Brest, where libelant voluntarily accepted the cargo and sold it to the French government for the full price he would have received, had it been delivered by the steamer at Rotterdam and from there forwarded to Bremen, which price included the prepaid freight. "The sum and substance of the matter," it was said, "is that libelant agreed to substitute the port of Brest for the port of Rotterdam, and by so doing made it impossible for the respondent to deliver at Rotterdam, as the bill of lading entitled him to do by transhipment, if the steamer for any cause were prevented from proceeding in the ordinary course of her voyage."

* * *

It was decided in the case of New York & Cuba Mail Steamship Co. v. Guayaquil & Quito Railroad Co., 270 *Federal Reporter* 200, that the duty of a shipper is to have his cargo ready when the ship arrives in accordance with his contract, and any delay until he furnishes it is at his risk. Where, however, the ship arrives after the agreed time, and in the meantime, by the rules and regulations under which the steamer is to load, the cargo intended for her has been delivered to another steamer entitled to load in turn before her, the delay must be charged to the steamer's breach of her contract as to readiness to load. The shipper is bound in such case only to furnish a cargo within a reasonable time thereafter, in view of all of the circumstances of the case.

* * *

The United States Shipping Board Emergency Fleet Corp., created under the provisions of the code of the District of Columbia by virtue of the authority vested in the United States shipping board, has the capacity to sue and be sued the same as other corporations. It may be sued for damages arising from tort as well as from breach of contract, it was decided in American Cotton Oil Co. v. United States Shipping Board Emergency Fleet Corp., 270 *Federal Reporter* 296.

* * *

A vessel at anchor in a fog and ringing her fog bell is not obliged to blow danger signals unless there is some reason therefor.—CENTRAL RAILROAD OF NEW JERSEY No. 27, 270 *Federal Reporter* 297.

* * *

The court in the case of Olympian Dredging Co. v. Southern Pacific Co., 270 *Federal Reporter* 384, after stating that it is highly important that there be no unnecessary obstruction to the navigation of rivers, sets forth the rule that one who lawfully constructs a bridge across a river for railroad or business purposes must not only not obstruct free navigation at the time of construction, but must exercise diligence in guarding against dangers fairly to be anticipated.

* * *

In the case of SUPERIOR, 270 *Federal Reporter* 283, it appeared that as the Norwegian ship SUPERIOR, on voyage from Manila to New York, was bearing toward Cape Bangko, she was carried by cross-currents toward a rocky shore at Lombok strait, Dutch East Indies, and her destruction appeared imminent. Her captain and crew, fearing they would be lost with the ship, got into small boats and rowed away. Before they were out of sight it was observed that her anchor had caught and was holding. The captain's boat thereupon returned, found the vessel unharmed, and navigated her safely to New York. The court held that there was not such complete abandonment of the vessel as would entitle the crew to salvage for rescuing her. It was decided, however, that under the Norwegian maritime code, the crew which brought home the vessel were entitled to extra wages for performing a task not contemplated when the articles were signed.

* * *

A finding that the sheering of a steamship while passing through a canal, causing her to strike the bank, was due to the negligence of the canal company in attempting to take the ship through the canal without the help of tugs, cannot be sustained, unless the steamship owner has sustained the burden of proving that the accident was not due to usual and unavoidable dangers of using such a waterway, or to defective steering gear, that the danger of taking the vessel into the canal was sufficiently obvious, so that men of ordinary prudence, with the knowledge possessed by the canal officers, would not have permitted the attempt, and that the use of a tug would have so obviously lessened the danger as to make it negligence not to use a tug. The canal company, it was held in Boston, Cape Cod & New York Canal Co. v. Seaboard Transportation Co.., 270 *Federal Reporter* 525, cannot be charged with negligence in attempting to take a steamship through the canal without the help of tugs merely because canal officials and other prudent people would now conclude, from the occurence of an accident, that vessels like the one in question should not make the attempt.

* * *

Work done on a vessel while afloat, although temporarily withdrawn from service, in making repairs and also enlarging and improving her carrying capacity, to fit her for intended future use, is of maritime character, according to the decision in the case of HARVARD, 270 *Federal Reporter* 668, and is within the provisions of the act of June 23, 1910, c. 273, giving a lien for repairs and necessaries. An account, admitted and paid in part, it was held, may be collected under an admiralty lien, even if there might also be a claim at law or *in personam* on the doctrine of estoppel to deny liability and amount.

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Shipyards Take More Contracts

Bookings Increase Both for New Construction and Repairs to Vessels—Prospective Work Coming Up in Greater Volume

CONSIDERABLE activity is reported by American shipbuilders who are engaged in new construction, on vessel repairs or in figuring on new boats under consideration. Contracts placed in the past few weeks contain an assorted number of vessels ranging from seagoing scows to 20,000-ton cargo carriers. In practically each case keen competition was found as bids were opened, numerous builders participating in the negotiations for the work. All still are busily engaged in proposed construction and numerous contracts for vessel repairs have resulted in increased activity about yards and ways.

The possibility of government aid for American shipping is believed to be one of the factors back of the increased construction now going on but generally the improved business conditions of the country are credited as the reason for the activity. The subsidy possibility is responsible for a report that the Pennsylvania railroad is negotiating with the Newport News Shipbuilding & Dry Dock Co. for two 1000-foot liners for European service. The Canadian Pacific railroad maintains a successful ocean service and that is advanced as an argument for the proposed Pennsylvania venture.

A complete new system of refrigeration is being installed on the steamer SAN LORENZO of the Porto Rico line by the Brunswick-Kroeschell Co., New Brunswick, N. J. A new high pressure cylinder also is being placed in the vessel, the total repairs costing $175,000. The work is being done by the Sun Shipbuilding Co., Chester, Pa.

Change To Motorship

The Munson interests, which recently purchased the COURTOIS, a lake type vessel built by the Great Lakes Engineering Works, are having the ship converted into a motorship by the Sun Shipbuilding Co. The work is costing $60,000 and includes a 900 brake horsepower McIntosh-Seymour engine. The Munson interests also bought the COVEDALE and will have similar improvements made. Both ships are to be used as colliers between Hampton Roads and Boston.

For several months past a number of American yards have been booking repairs for railroad equipment and the recent railroad strike has forced a greater amount of this business. Among the developments of this character was the lease by the New York, New Haven & Hartford railroad of the Groton Iron Works, Groton, Conn., owned by the United States Steamship Co.

Two of six steel barges for the United States engineer district at Mobile, Ala., were launched at the Bayou St. John plant of the Johnson Iron Works, New Orleans, recently. These are compartment oil barges of 2000-barrel capacity and cost approximately $10,000 each. They will be used to fuel tugs, dredges, pile drivers and other floating harbor improvement craft and machinery.

The first of three carfloats under construction at the Baltimore Dry Docks plant of the Bethlehem Shipbuilding Corp., Ltd., at Baltimore, for the Lehigh Valley railroad, was launched late in July. The float is the largest of the three, its principal dimensions being: Length, molded, 325 feet; breadth, molded, 38 feet; and depth, molded at side, 10 feet, 6 inches. It contains three tracks and has a capacity for carrying 20 loaded freight cars. It was towed from Baltimore to New York for delivery and will be used by the Lehigh Valley to convey cars to various points in New York harbor. Of the two remaining floats, one is 270 feet long, 38 feet wide and 10 feet 6 inches deep, while the other is 180 feet in length, 36 feet breadth and 9 feet 6 inches depth.

Work is progressing rapidly at Todd Dry Docks, Inc., Seattle, on the extensive contract for remodeling the steel steamer DELLWOOD into a cable repair vessel. This work will require about five months and 500 additional men have recently been added to the yard's payroll. Other work of a minor nature is keeping the plant and its three drydocks busy.

Bids for constructing a seagoing bar dredge for use at Grays Harbor, Wash., were opened at Washington, early in August. The craft will be built by the army board of engineers and will be operated under the management of the port of Grays Harbor.

SHIP CONTRACTS PLACED

Pennsylvania railroad, three grain barges, to Sun Shipbuilding Co., and grain elevator float, to Pusey & Jones Co.

War department, four steel diesel dredges, to Sun Shipbuilding Co.

Interlake Steamship Co., one 600-foot freighter, lake service, to American Shipbuilding Co.

Shell Oil Co., oil barge, 4000 barrels, to cost $175,000. San Francisco bay service, to Union Construction Co., Oakland, Cal.; to be delivered in September.

Ocean Steamship Co., two 400-foot combination passenger steamers, 228 passengers each; to cost $920,000 apiece; for New York and Savannah service, to Newport News Shipbuilding & Dry Dock Co.

One 172-foot seagoing diesel yacht, to cost about $350,000, to Newport News Shipbuilding & Dry Dock Co.

New York City department of street cleaning, 12 seagoing side dumper scows, each 134 x 37 x 14 feet, to W. H. Gahahain Co., Brooklyn.

Eastern Steamship Co., two 233-foot, 12-knot cargo boats for the New York-Boston service, to Bethlehem Shipbuilding Corp., Sparrows Point, Md., each 1400 tons.

New York Central railroad, three tugs, to Todd Shipyards Corp., Brooklyn.

Bush Terminal Co., Brooklyn, three car floats to Bethlehem Shipbuilding Corp.

Standard Oil Co. of California, one 230-foot tanker to Union plant of Bethlehem Shipbuilding Corp.

Ore Steamship Co., New York, orders construction resumed on two 20,000-ton ore and oil steamers placed two years ago with Union plant of Bethlehem Shipbuilding Corp.

City of New York, three ferry boats, to Staten Island Shipbuilding Co., Port Richmond, N. Y.

James Playfair, Midland, Ont., and others, one 261-foot Welland canal type self-unloading steamer, to Midland Shipbuilding Co., Midland, Ont. Steamer designed by Henry Penton, Cleveland, embodies new design of self-unloading equipment to give increased carrying capacity.

City of New Orleans, one 125-foot fire boat, to Johnson Iron Works, New Orleans.

SHIP CONTRACTS PENDING

Philadelphia & Wilmington Steamship Co., bids asked for two steel river boats each 167 feet, fireproof, to cost around $200,000 each.

Wilson line, Philadelphia, bids asked on boat for Delaware river service; about 2400 deadweight tons.

Detroit & Cleveland Navigation Co., provisional contract for two 15,000-ton lake passenger steamers, to American Shipbuilding Co., for 1924 delivery.

Minnesota-Atlantic Transit Co., plans being drawn for two 2000-ton cargo vessels for Great Lakes and New York barge canal service; to be electrically propelled, first in lake service.

Cleveland-Buffalo Transit Co., figuring on 15,000-ton passenger steamer for 1924 delivery for lake service.

Nawsco line, contemplating one or more motorships, according to M. T. McDonald, vice president.

War department, bar dredge, seagoing, for use at Grays Harbor, Wash., bids received.

Eastern Steamship Co., two 400-foot vessels, 700 passengers each 18 knots, for New York and Boston service, bids in August.

Clyde Steamship Co., two 415-foot vessels, 300 passengers each, 16 knots, for New York-Charleston-Jacksonville service, bids in September.

Red D line, two 310-foot boats, 100 passengers each, 12½ knots, for New York-Porto Rico-Venezuela service, smaller class than bid on last year, bids in August.

Weems-Williams Steamship Co., Baltimore, obtaining designs for one combination passenger and freight vessel.

New York City expects to call for bids soon on several additional ferryboats.

New York & Porto Rico Steamship Co., one 412-foot vessel, 15 knots, for New York and Porto Rico service, bids in September.

Pennsylvania railroad, reported in negotiation with Newport News Shipbuilding & Dry Dock Co., for two 1000-foot passenger liners for European service, each 30 knots.

Skagit River Transportation Co., contract about to be let for one 155-foot stern wheel wooden steamer with capacity of 1000 passengers and 600 tons of freight, for service on rivers entering Puget sound.

Opens New Repair Plant

A completely equipped repair plant in a new building has been opened by the Morse Dry Dock & Repair Co. at Twenty-third street and Thirteenth avenue, North river, New York. The plant is to facilitate the handling of voyage repairs and emergency work, especially on passenger vessels.

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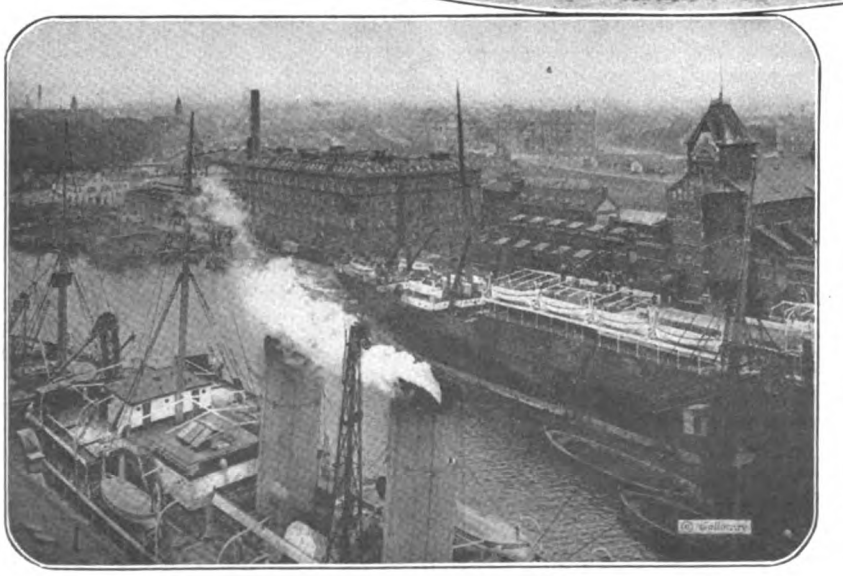
Photographs from Far and Near



Way up in the frozen North, as pictured above, may be seen a whaling ship towing in a whale at Bell sound, Spitzbergen; a modern passenger ship, and a glimpse of a gigantic glacier at the foot of the mountains. The Dutch spelling "Spitzberghen" signifies "peaked mountains." A great picture for a hot day!

Norway, which owns the Spitzbergen islands, is a seafaring nation, her ships sailing all the seas. At Christiania, overlooking the harbor, is the school of navigation, a national institution. Norway's merchant marine now numbers 2,574,000 tons, 2 per cent larger in respect to tonnage compared with its size before the war, but 15 per cent less in number of vessels

Denmark, whose port of Copenhagen is here shown, is making rapid progress in foreign trade. The Danish merchant fleet July 1 totaled 982,300 gross tons. Idle tonnage July 1 amounted to about 12,595 gross tons compared with 258,267 tons in

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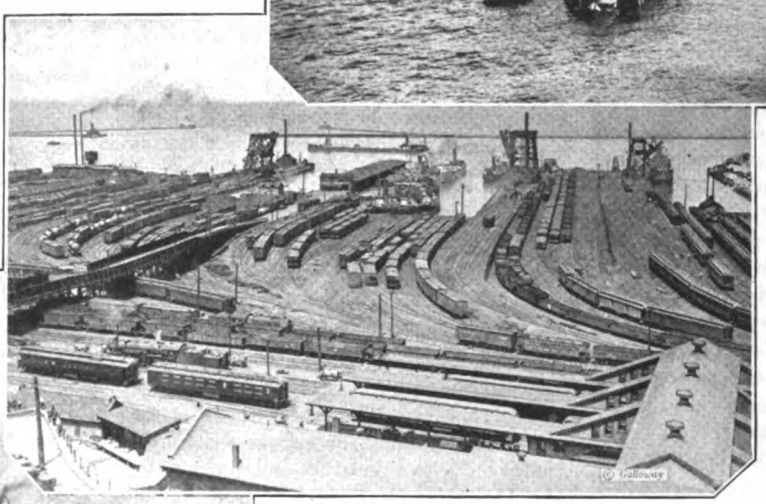
Latest Marine News in Pictures

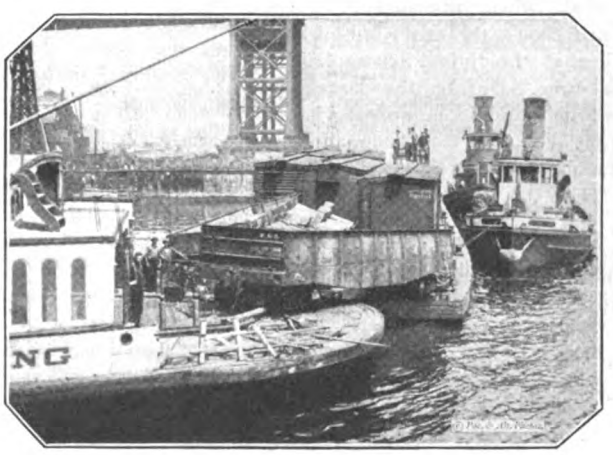
American grain is milled in this flour mill of the K. Knudsen Co., at Bergen, Norway. This is one of the largest of all the flour mills in Europe. A ship is unloading grain at the elevator attached to the milling plant

Two hundred lives were lost when the steamship Avare capsized recently in the Hamburg harbor. Without the slightest warning the ship keeled over soon after it left a drydock, throwing its passengers into the water

Every effort is being made to rush coal to the northwestern states, following the partial settlement of the miners' strike. The busy terminal at Cleveland is here shown, and the method of loading lake vessels is illustrated below, this view being taken at Toledo, O. To Aug. 10 only 4,500,000 tons of coal was shipped this year to the Northwest by the lake route, compared with 14,500,000 tons to the same date last year. About 25,000,000 tons is the normal season's requirement



The ferryboat Wyoming, in the East river, New York, collided with a railroad car float a few days ago, one of the cars jumping over on the deck of the ferryboat, just missing a group of passengers



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Vegetable Oil Refineries Seek Separate Wharf

Operators of vegetable oil refining plants in San Francisco, aided by the chamber of commerce of that city, have applied to the California Board of State Harbor Commissioners which controls and operates the publicly-owned port of San Francisco, for another landing place to be used exclusively as a vegetable-oil wharf. There already is a publicly-operated vegetable oil terminal, barge, tanks and other equipment, with a dock, but the operators contend that the vegetable oil traffic is not now centralized and that often their steamers cannot get adequate berthing space promptly. An effort is being made to give these operators another landing in the China Basin section, in the belief that with another terminal, they may be able to regain some of the business lost during the war.

The vegetable oil interests also are attempting to obtain a protective tariff on Philippine vegetable oils, but these efforts have been discouraged by Gen. Leonard Wood, on the presentation of figures tending to show that such a tariff would kill an infant industry in the Philippine Islands. Philippine operators can land vegetable oils in San Francisco cheaper than the local operators can bring in the crude vegetable oil and refine them in California.

Establishes Silk Record

The Admiral line, operating the shipping board steamer PRESIDENT MADISON between Yokohama and Seattle, announced recently that the vessel sailed from Yokohama July 8 and arrived at Seattle July 18, the time of passage being 10 days 40 minutes. She carried silk valued at $5,000,000. Nearly 6000 bales of silk were moved from the vessel to the train for transportation to New York in 5 hours 40 minutes after the vessel arrived. This silk moved via the Great Northern railroad and arrived in New York 14 days and 8 hours from the time it left Yokohama, establishing a record for Admiral line vessels.

Loading of Bulk or Bagged Grain

IN RECENT months, steamers have been loading wheat in bulk at North Pacific ports of the United States. Steamship operators thus have a greater interest in the requirements of the San Francisco board of marine underwriters, whose rules also apply at Puget sound and Columbia river ports, for the lining of vessels for cargoes of grain.

Since the movement began, the underwriters have made concessions and others are expected. Under the old practice, the board of underwriters insisted that steamers loading sacked grain be lined throughout and that shifting boards be fitted in the 'tween decks and also for 4 feet below the 'tween deck beams. These rules were drawn up by the underwriters years ago when sailing vessels carried most of the grain cargoes. Prior to the opening of the Panama canal, due to the voyage around the Horn and the length of time the vessel remained in tropical waters, lining was necessary to protect the cargo. The safety of the vessel is the principal reason for the lining requirement. It is claimed that when precautions have been taken to keep the grain out of the bilges, all that the lining accomplishes has been done. During the last five years, leading shipping companies have proved that voyages can be made in tropical waters without lining the holds and the grain be delivered in perfect condition.

At Vancouver, B. C., regulations similar to those in effect at Montreal for loading heavy grain in bulk have recently been drawn up. They require that limber boards and the ceiling over the water ballast tanks be made grain-tight by calking or nailing ½ x 2-inch battens over the seams. Shifting boards must extend from the keelson to the upper deck. Feeders must be provided according to the construction of the ship, or the grain must be secured by the stowage over it of six tiers of bagged grain on a platform.

The stevedoring rate for bagged wheat and flour is 45 cents a ton. At some Pacific coast ports it is the custom for the steamer to take delivery of cargo within 200 feet of her side, which sometimes causes considerable extra expense. For bulk grain, the stevedoring charge is one-half of a cent per bushel if loaded to 6 feet headroom or three-quarters of a cent if there is less headroom. This gives a rate of 22 to 24 cents per ton plus the bagging charge for grain used for topping off the cargo, which on an ordinary steamer should not exceed a few hundred dollars including cost of bags. The gain to the steamer is about 15 cents a ton on the stevedoring. Since bulk grain can be loaded much faster than bagged grain, under proper conditions only five weather working days should be necessary to load the vessel instead of the 10 or 12 required for bag grain. This saving in time combined with the lower cost of stevedoring allows a lower charter rate for the European voyage.

The underwriters still insist on the vessel being lined for bagged grain. For bulk grain, they insist on the tank top ceilings being lined to the turn of the bilges and shifting boards fitted from the keelson to the upper deck. The rules require shifting boards part way down if sacked grain constitutes more than one-third of the cargo.

The estimated average cost of lining for bulk is 50 cents per ton against 30 cents for sacked. The cost depends upon the ship's condition, some vessels carrying their lining permanently while others use only dunnage. Lining a standard 9400-ton deadweight steamer for sacked grain costs about $3000 at the present price of dunnage lumber. The fitting of shifting boards, being fairly rough work, does not require as much nor as skilled labor. Lumber is very cheap on the coast, about $15 a thousand, so that labor charge is the principal cost. Approximate costs of fitting shifting boards are given as 18 to 20 cents per ton of cargo on Puget sound; 30 to 35 cents on the Columbia river, and 27 to 30 cents at Vancouver.

Change Ship Names

In the past few weeks, the names of several American passenger liners built for the shipping board have been changed. The official record of new and old names for these vessels and for the ex-German ships which have just been renamed, follows:

New Name	Old Name	Length Between Perpendiculars, Feet
PRESIDENT VAN BUREN	OLD NORTH STATE	502
PRESIDENT HAYES	CREOLE STATE	502
PRESIDENT POLK	GRANITE STATE	502
PRESIDENT MONROE	PAN HANDLE STATE	502
PRESIDENT HARRISON	WOLVERINE STATE	502
PRESIDENT ADAMS	CENTENNIAL STATE	502
PRESIDENT GARFIELD	BLUE HEN STATE	502
PRESIDENT MADISON	BAY STATE	518
PRESIDENT ROOSEVELT	PENINSULAR STATE	518
PRESIDENT MCKINLEY	KEYSTONE STATE	518
PRESIDENT WILSON	EMPIRE STATE	518
PRESIDENT HARDING	LONE STAR STATE	518
PRESIDENT LINCOLN	HOOSIER STATE	518
PRESIDENT PIERCE	HAWKEYE STATE	518
PRESIDENT TAFT	BUCKEYE STATE	518
PRESIDENT GRANT	PINE TREE STATE	518
PAN AMERICA	PALMETTO STATE	518
WESTERN WORLD	NUTMEG STATE	518
AMERICAN LEGION	BADGER STATE	518
SOUTHERN CROSS	GOPHER STATE	518
PRESIDENT JEFFERSON	BEAVER STATE*	518
PRESIDENT CLEVELAND	GOLDEN STATE	518
PRESIDENT JACKSON	SILVER STATE	518
PRESIDENT FILMORE	ex-HUDSON	†
PRESIDENT ARTHUR	ex-PRINCESS MATOIKA	†
CITY OF LOS ANGELES	ex-AEOLUS	†
CITY OF HONOLULU	ex-HURON	†

*Ex-WENATCHEE. †Ex-German.

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More Insurance Mergers Likely

Consolidations and Withdrawals from Marine Insurance Field Expected as War-Formed Organizations Pass Out of Business

THE outstanding feature in the marine insurance field last month is the contemplated merger of two large companies, the Washington Marine and the United States Lloyds. The companies are being examined by the New York insurance department prior to being authorized to conclude negotiations. Few details of the amalgamation have been made public so far, but it is generally understood present plans provide for the absorption of the Washington Marine by the United States Lloyds and the continuation of business under the common title of the latter. The Washington Marine is considered one of the large domestic companies, has a capital of $400,000, admitted assets of $1,745,234 and surplus to policy holders of $700,399. The company had an unfavorable underwriting experience in 1920, when the premium income was $1,921,096 and losses $2,073,676, a loss ratio of 107 per cent.

Underwriters are not surprised to see mergers and withdrawals from the marine insurance field and one official predicted that there would be a number of smaller companies absorbed during the course of the next year or so. Before the war there were considerably fewer American insurance companies and many of the present ones came into existence during the war. Some of these are still hanging on in the hope that business will return to the 1918-1919 basis but others have felt that the field is too crowded and have withdrawn, leaving the field to the older and more experienced marine insurance companies.

* * *

Urges Federal Insurance

MARINE underwriters have expressed no alarm at the expressions recently voiced by Senator Fletcher, of Florida, who recommended that instead of the subsidy bill now before congress, the shipping board take over and operate its own vessels and the government furnish hull and cargo insurance to all American risks at cost. Senator Fletcher suggested the creation of an American bureau of shipping to bear the same relation to American shipping as Lloyds has to British shipping. By the establishment of such a bureau, the senator contended, the government would be able to help along shipowners without raiding the treasury. He said the government could in this way save operators from 2 to 3 per cent which they now are forced to pay to Lloyds, foreign companies and domestic underwriters. The bureau could be organized along the same lines as the war risk bureau which wrote war risks at a low rate and netted the government nearly $17,000,000.

The threat of government insurance has hung over the heads of underwriters for so long they have become accustomed to it. The experienced know the alluring promises of the advocates of government marine insurance and they are aware of the pitfalls that await the uninitiated. On several occasions the government has been on the verge of embarking on insurance and each time a careful investigation by officials has resulted in the dropping of such plans.

* * *

Quits Marine Insurance

WITHDRAWAL from the marine insurance field of the International Fire & Marine Agency Corp. of New York took place recently. The business of this company has been taken over by a newly organized company, to be known as the Holborn Agency Corp., of which H. Ernest Feer, formerly foreign manager of the International, is president.

* * *

Approves Amended Form

WITH the approval of underwriters clause No. 9 of the new American Institute Cargo Form 1922 has been amended to read:

"Warranted that this insurance shall not inure, directly or indirectly, to the benefit of any carrier or bailee; and warranted also that the assured has not made and will not make any waiver or special agreement with any carrier or bailee who shall have the custody of any goods hereby insured, releasing such carrier or bailee from its or his common law or statutory liability."

* * *

Want Clauses Modified

UNDERWRITERS report that a concerted effort is being made by the banks to induce them to modify the terms of River Plate clauses and grant coverage on goods held in the custom house awaiting assessment of duties. The clause provides that the risk under the insurance shall cease upon the arrival at any shed, store, customs house or warehouse or upon the expiration of 10 days, whichever may occur first. The underwriters contend that it is not an unusual thing for goods to be held in custom houses for 30 and 40 days and the extended risk is not allowed for in the premium rate. Opposition to extending the coverage under the River Plate clause is also based upon the fact that they do not care to encourage the practice of granting the coverage at a higher rate.

* * *

Favor Subsidy Passage

PROMPT passage of the subsidy bill now before congress is favored by marine insurers who realize fully that insurance follows the flag and without an American merchant marine there would be less business even than before the war. Failure of the pending legislation will mark the decline of American marine insurance which played an important part in the birth of the domestic merchant marine, it is felt. Underwriters contend that ships are always more efficiently operated by private interests which tends to reduce the rates.

* * *

Marine Casualties Large

RECENT notable marine casualties include the EDWARD R. WEST, which was a total loss off Tahiti, carrying a cargo of lumber insured for $60,000, and the Holland-American liner NIEUW AMSTERDAM, damaged to the extent of nearly $100,000 by fire in its hold, discovered just before sailing.

* * *

Seasonal Business Quiet

MARINE insurance offices are passing through a period of seasonal quietness. Underwriters report that grain business, which showed some activity for several weeks, has slowed down. The slump in this commodity is blamed upon the European situation and the drop in foreign exchange which has had the effect of hindering grain sales to Rotterdam and Hamburg. There has been practically no insurance written on sugar and the expected business between Cuba and the United Kingdom has failed to materialize for at least the insurance has not been placed on the domestic market. The coal strike has

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resulted in some coal business being written on consignments to this country from Great Britain. The fact that vessels are now being purchased at prices in some instances one-sixth of the price asked a year after the armistice is a situation that underwriters are facing. They are being obliged to exert utmost care in writing business and avoiding over-insurance. The cutting down and readjusting of insurance to conform with declined values has been reflected in the premium incomes of many brokerage concerns.

* * *

Adjusters Set New Rule

AMERICAN underwriters have received advices from London to the effect that a new rule of practice has been adopted by the English Association of Average Adjusters with respect to the contributory liability in general average of ships' stores, bunker coal or other fuel. The ruling provides:

"Underwriters insuring ships' stores, bunker coal or fuel, destroyed or used as part of a general average operation, shall be only liable for those articles as a direct claim on the policy when they formed part of the property of the risk at the time of the peril giving rise to the general average act."

The following probationary rule has also been adopted:

"That in practice, for the purpose of ascertaining the liability of underwriters for contribution to general average and salvage, deduction shall be made from the insured value of all losses and charges which constitute a deduction from the contributing value and for which the insurer is liable."

* * *

Port Strike Is Alarming

VERA CRUZ is again causing alarm to underwriters because of the strike which has effectively tied up the port and the dock is reported to be littered with merchandise which it will take a long time to remove. Goods are being exposed to the weather and are an easy mark for thieves. Tie-ups in Mexican and South American ports are not a new experience for underwriters who have paid out large sums of money through losses occasioned by port strikes. Underwriters are fervently praying that the strike will be settled before the accumulation of merchandise becomes too great.

* * *

Insurance Firms Merged

AMALGAMATION of two widely known firms of marine insurance brokers and average adjusters took place recently with the merging of Osborn & Co. and Slosson & Smyth, both companies having their head offices in New York. The firm of Slosson & Smyth is one of the foremost in the field while Osborn & Co. are well known and recently established offices in Pittsburgh and Cleveland. The new firm will be known as Osborn, Slosson & Smyth.

* * *

Finds Scuttling Wilful

THE scuttling of vessels to realize on insurance is not an obsolete practice and two cases have recently come to light in England where a judge declared the JONNA and the GREGORIOS, two Greek vessels, were wilfully destroyed at sea with the connivance of their owners. Another case is that of the Spanish steamship LEONICA, which was built in 1919 in America, and sold for $105,000. Tonnage values have slumped considerably since then. The vessel sank not long ago off Gibraltar and the owners claimed $300,000 insurance. The company carrying the insurance refused to pay the claim, contending she was deliberately sunk and the court upheld this contention. It is reported that several other similar cases are pending.

* * *

Makes Government Suable

PASSAGE of the Husted bill, now before congress, which would sanction the bringing of suits against the government, is being urged by marine underwriters, who have appointed a special committee with William H. McGee chairman, to consider the situation and devise ways and means to meet it. Marine underwriters wish to see the present bill reported out of the committee or a new measure introduced. The question of suing the government has been before marine underwriters' organizations for some time past and occupies an important place on the agenda. Behind this movement to authorize the bringing of suit against the government is the question of the liability of the government for war damage.

* * *

Finds Canals Improved

THE state, carriers and underwriters, through a special committee formed to reduce insurance rates on hull and cargo traffic of the New York barge canal, are making satisfactory progress and, according to underwriters, there is already a visible improvement in the efficiency and care of crews and a reduction in physical hazards. The committee is aiming to standardize both canal and vessel equipment. It is composed of Superintendent Cadle and an assistant, representing the state; S. D. McComb, of the Marine Office of America; E. E. Lethbridge, of Lethbridge & Cornwell, and H. W. Beebe, of Carpinter & Baker, for the underwriters; and S. W. Bullock, general manager of the Inland Marine Corp., and C. Roy Hall, of the Inter-Waterways, Inc., for the carriers.

High Shipping Board Officials Resign

Executive offices of the Emergency Fleet corporation are now largely in new hands. H. S. Kimball, New York, vice president in charge of finance, has resigned. He will, however, act as fiscal agent of the Fleet corporation in New York, where its largest accounts are located and where negotiations are now being carried out for settlements with the pioneer purchasers of vessels. He is succeeded by his assistant, Col. Joseph W. McIntosh, Chicago, former chief of subsistence of the army, who also becomes a trustee of the Fleet corporation.

Edward P. Farley, Chicago, vice president in charge of sales, has also resigned. Mr. Farley, it is understood, is to return to private business. He is succeeded by Sidney Henry, Baltimore, now director of sales, who becomes a trustee of the Fleet corporation. Mr. Henry is a graduate of the naval academy, class of 1901, and after leaving the navy was appointed vice president of the Baltimore Dry Docks & Shipbuilding Co., from which place he came to the Fleet corporation.

J. Barstow Smull, vice president in charge of charters and allocations, has been elected president of the Fleet corporation, and W. J. Love, vice president in charge of traffic, has been named vice president and general manager. Referring to the report that August F. Mack would resign as district manager of the New York district, Chairman Lasker stated that Mr. Mack had agreed to remain with the Fleet corporation for an indeterminate period. Ralph V. Sollitt, Peru, Ind., assistant to the chairman, has been elected a trustee of the Fleet corporation to represent the chairman's office.

Orders 232 Claims Paid

Claims totaling 232 against the Emergency Fleet corporation have been passed for payment by the department of claims. The gross amount claimed, $17,936,646.07, was settled by cash payment of $5,903,322.32, the funds being available from the recent independent office appropriation bill, which was signed by the President June 12. Individual awards numbering 85 under $1000 have been passed for payment, the cash settlement amounting to $29,951.08, as against the gross sum claimed of $109,703.19.

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Boston Still Ranks as Seventh Port

Considerable interest has recently been aroused by the publication of figures purporting to show that Boston as a port has displaced Philadelphia, and San Francisco in valuation of foreign trade and has been moved up from seventh to fifth American port in this respect. However, in point of combined import and export valuation, Boston still remains in seventh position as noted by the following figures:

	Imports	Exports	Total
New York.	$464,171,764	$450,846,014	$915,017,778
New Orleans	39,787,755	117,010,145	156,797,900
Galveston..	5,793,365	97,568,782	103,362,147
Washington	56,377,331	33,562,720	89,940,051
San Fran..	48,969,841	37,981,004,	86,950,845
Philadelphia	43,573,452	40,606,325	84,179,777
Boston ...	66,797,070	16,785,073	83,582,143

Records of comparative wages paid on American and Spanish vessels have been compiled by the American Steamship Owners' association. Based on an oil burning of 2947 net tons, the record shows Spanish wages in American money total $1048 monthly against $2177.50 on the American ship. The Spanish total includes a 3 per cent bonus. A Spanish master receives $160 and the American $265; the Spanish ordinary seaman $19.20 and the American $47.50.

Designs Geared Turbine for Marine Use

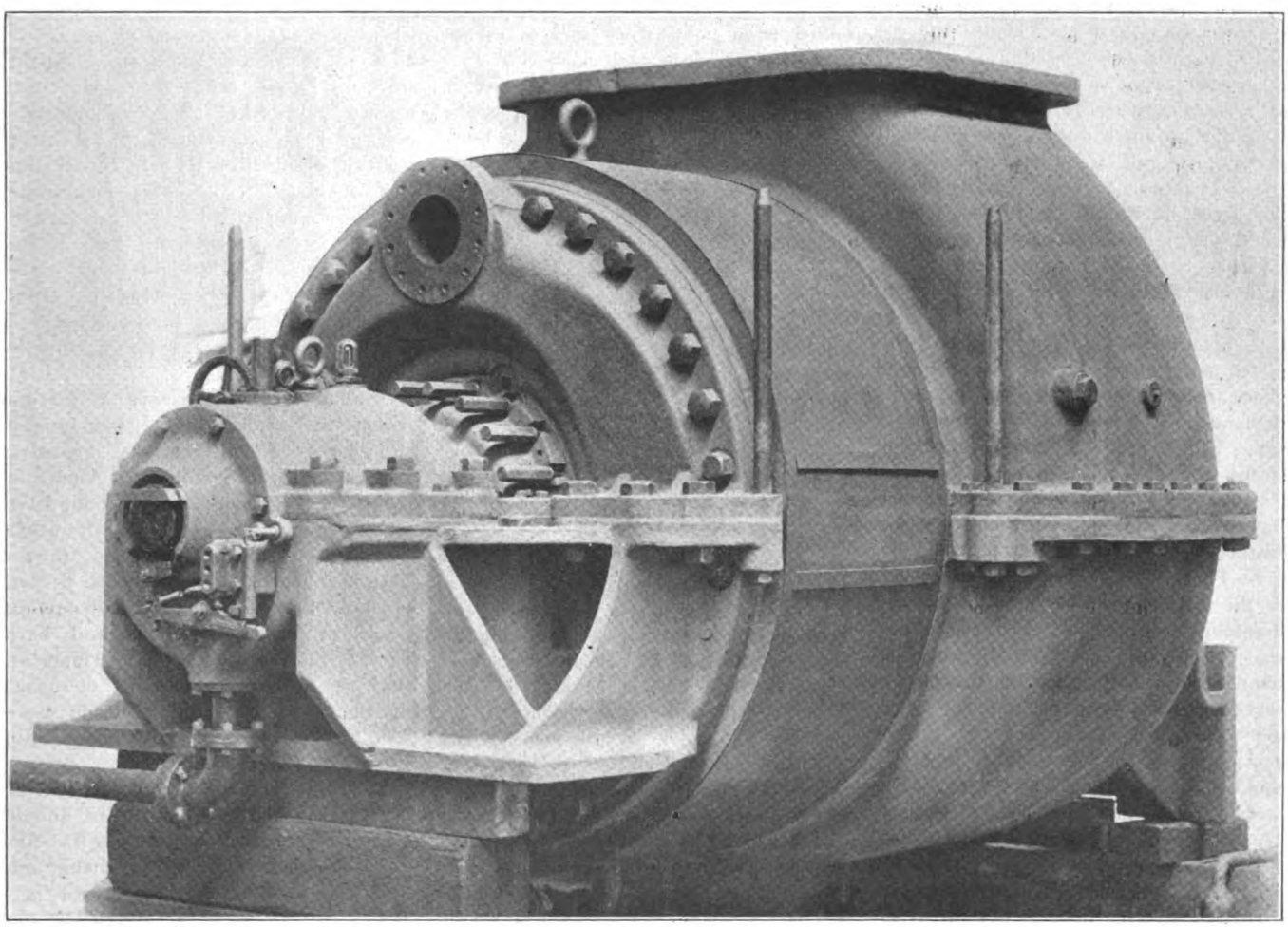
EXPERIENCE gained by the navy in the use of steam turbines in America and abroad, during the world war, and also through the construction program of the shipping board, has firmly established the geared steam turbine as a prime mover for ship's drive. A new turbine of this type has just been developed by the Kerr Turbine Co., Wellsville, N. Y., to include the latest developments in practice, theory and construction.

The Kerr company was one of the pioneers in the manufacture of steam turbines and reduction gears in this country, having started in business in 1904. In 1916, at the solicitation of the government, the company began the manufacture of marine type turbines and reduction gears for ship's drive.

Prior to 1916, most of the reduction gears manufactured were of the single reduction type. The Kerr company, when called upon to design and manufacture marine reduction gears, selected the double reduction single plane type as their standard. This employs an efficient turbine speed of 3600 revolutions per minute and an equally efficient propeller speed of 80 to 90 revolutions per minute, and at the same time uses a single turbine as the prime mover.

The double reduction gear, when used with a single drive turbine, makes a much more complicated design problem and is more difficult to manufacture than a single reduction gear, but the company's reduction gears of both types are said to have given universally successful service ashore and at sea, with little or no cost for repairs.

Some of the first ships equipped with the Kerr marine type double reduction gears have logged 250,000 miles at sea without any expenditures to date for re-



2000 TO 4000-HORSEPOWER MARINE TYPE HIGH PRESSURE CONDENSING TURBINE DEVELOPED BY THE KERR TURBINE CO. FOR SHIP PROPULSION

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pairs to the gear unit. This record is particularly creditable considering the severe service these marine gears were called upon to endure during the world war. The company points to the record as proof that the proportions of the gears, tooth pressures, rigidity of the design, size of bearings, etc., were well selected and carefully combined.

As a prime mover, the steam turbine has equally well established itself as part of a successful unit for ship's main drive. Among the many requirements to make a successful marine turbine, the most important are absolute reliability under all conditions of weather, and combined with this, ruggedness of design.

Profiting by the combined experience of all concerns building marine turbines on the war program, the Kerr Turbine Co. has redesigned and has made the first installation of a new type marine turbine. This embodies the latest improvements to give type that is reliable and extremely rugged in its construction.

The 2800 shaft horsepower size weighs 16 tons, exclusive of the reduction gear unit. The minimum axial clearance between the revolving and stationary elements is ⅛-inch; the radial clearance of the revolving blades being not less than ½-inch. The thicknesses of casing, flanges, diaphragms, and other parts have been greatly increased, as were the wheel disks and buckets, over the original designs to make all parts thoroughly resistant to the severe stresses imposed upon these parts under actual operating conditions at sea.

The engineering department of the United States shipping board, the American Bureau of Shipping and Lloyds, after a careful inspection of this turbine, have agreed that the complete unit, including the turbine and gears, meets the exacting requirements demanded in present day marine practice. The accompanying illustration shows the design of this turbine.

Actual experience in the marine field has led to the incorporation of these features in this marine turbine:

1—The middle body of the upper half of the turbine may be removed without breaking the main steam connection to the turbine or removing the exhaust trunk and will thus permit the inspection of the interior of the turbine.

2—The forward end of the turbine rests on a sliding foot, permitting fore and aft movement due to the expansion which always takes place when the turbine is brought up to its normal operating temperature. Unless some provision is made to care for this expansion, destructive stresses may be set up in the turbine casing. This sliding foot is so constructed that it does not permit movement up and down, or athwartship.

3—**The** end packing boxes of the labyrinth type, bearing caps and bearings, are easily removable, particular attention having been paid to design of these parts to make them accessible for inspection.

4—A thrust bearing of a type on which the Kerr Turbine Co. has standardized, is employed to locate the turbine rotor with respect to the casing and is liberally proportioned to insure conservative bearing pressures. It is coupled with an auxiliary shriek thrust.

5—An emergency tripping device which automatically cuts off the main steam from the turbine in case of over speeding of the turbine, forms a regular part of the equipment.

6—It is important in the operation of marine turbines that the operating force know at all times that sufficient oil is being supplied to the turbine bearings, and also at what temperatures the bearings are operating, so, as a regular part of the equipment, adequate oil sights and thermometers have been fitted.

7—A rotor index is provided at the forward end of the turbine to permit checking the position of the rotor with respect to the turbine casing.

8—All turbine blading or buckets are milled from solid stock and are positively locked in the turbine wheels.

9—The after foot of the turbine is securely fitted to the forward end of the gear case and held in place by body fitting bolts throughout, thus assuring that the alignment between the turbine and gears will be maintained under all conditions of operation.

10—The hand wheels of the maneuvering valves, emergency trip lever, and the hand wheels of all drain and seal lines are so conveniently located that the operator has complete control of the unit without changing his position.

Canal Salvage Tug Made Oil Burner

Conversion of the Panama canal salvage tug FAVORITE from coal to oil burning has been completed. This tug was built on the Great Lakes but during the war was shifted to salt water service. Her oil tanks have a capacity of 2400 barrels, estimated to be sufficient for 24 days' steaming at 10 knots. This estimate is based on her previous consumption of 24 tons of coal in 24 hours at 10 knots. On the basis of two tons of oil being equivalent to three tons of coal, the FAVORITE will use about 16 tons of oil a day. A ton equals 6.43 barrels giving a daily consumption of 103 barrels. The salvage tug was also thoroughly overhauled.

Why Business Men Should Favor U. S. Ships

James A. Farrell, president of the United States Steel Corp., New York, and a business leader whose experience has included shipping and export trade as well as steel, urges American shippers to favor American ships for sound business reasons. In discussing foreign trades policies, Mr. Farrell suggested the advisability of Americans investing in foreign enterprises. He stated that production in this country had reached a level beyond consumption. In pointing out that shipping ranks as one of the major problems to be met in handling foreign trade, Mr. Farrel said:

"The greatest subsidy our ships can have in overseas trade would be the support of the American people. The greatest hardship under which they are at present laboring is the lack of such support. We shall not have a successful American merchant marine unless its ships are more largely used by American shippers. That does not mean that American exports should be confined entirely to American vessels. Such a proposition is impractical and ridiculous, since shipping is an international problem and we require inward as well as outward cargoes. It does mean that Americans should always have that favoring spirit toward the use of their own vessels on equal consideration. They must control, either directly, or by selling their goods c. i. f. foreign ports, the choice of routing their shipments and thereby likewise, influence the obtaining of competitive freight rates. Other nations have developed this spirit of co-operation in a high degree and much of their success is attributable thereto.

"Anyone with experience in foreign commerce understands that ocean shipping is an international business. Any attempt to confine all American cargo to American vessels would have as its inevitable corollary the confining of all foreign cargo to foreign bottoms, which is all that is needed to show that while we are advocating peace as between nations and have agreed to a limitation of armament, that we propose to use our merchant marine as a weapon in trade wars with other countries. But there is in this, as in other matters, a reasonable mean that can and should be accomplished. Our government should establish friendly relations with foreign shipping in order to enable our shipowners to share in inward cargoes which are necessary if our American merchant marine is to have that share of success which will make

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it permanent. If those who control inward cargoes for their respective countries and colonies are expected to lift our ballast losses homeward to a paying basis, they must in turn receive consideration at our hands. Many factors in shipping are not susceptible of discrimination by the government of any nation as against others without corresponding limitations.

"We are in a period of peculiarly restrictive influence. In my judgment, we have passed the worst phase of the great depression that has affected all trade—both foreign and domestic—of all countries. That defeatist talk, which singles out Amreican foreign trade as the unfortunate object of attack on the ground that it is of minor importance as compared to our great home market is singularly short sighted. This is no time for discouragement and cessation of effort. Rather it is the occasion for greater courage, firmer determination and increased endeavor.

"Just as in the past, within the memory of world traders, there have been worldwide depressions in shipping concurrent with depressions in other lines of business, with inevitable recovery so it might well happen that within the next two years the bulk of the ships which the public believe are obsolete, may be found wending their way to the ports of the world with paying cargoes."

Begin Work on New Pier at Portland, Me.

Agitation for the construction of a modern pier at Portland, Me., which is now being built, began about six years ago. The state legislature of 1917 passed an act providing for the formation of a harbor commission to report upon the advisability of building the pier. Recently a bond issue of $1,150,000 was approved. Contracts have been let and at present the construction of the pier is under way under the direction of Fay, Spofford & Thorndike, Boston engineers.

In locating the pier, some difficulty was encountered due to the fact that the harbor line restricted the pier length to about 500 feet. Special authorization from the secretary of war, however, permitted construction as originally planned, which calls for a pier 1000 feet long. The pier will front directly on the 35-foot main ship channel of Portland harbor and will be served by the Grand Trunk railway and the belt line of the Portland Terminal Co. which connects all railroads entering Portland.

The pier will be 144 feet wide at its outer end and approximately 250 feet wide where it joins the present Franklin wharf. The berth adjoining the pier will be dredged to a depth of 35 feet at mean low water for a width of 125 feet. The construction of the pier as far out as the end of the present Franklin wharf will consist of a concrete deck supported on creosoted piles. The piles range from 80 to 90 feet in length.

Over the concrete deck will be built a shed of steel frame construction, 90 feet wide, partly two storied and partly one story high. Doors opening on both side will give ready access to all parts of the shed. Between the shed and the edge of the cap sill a standard gage track and a single rail for a gantry crane will be installed. Provision also will be made for cargo hoists of the New York type. On the the westerly side of the shed, standard gage railroad tracks will be depressed so as to bring the car floors level with the deck. The construction from the end of the present Franklin wharf to the end of the new pier will be of a temporary nature in some respects. The standard gage tracks will continue to the end of the pier.

Much auxiliary equipment for storage and for loading and unloading will be included in the present construction. A grain conveyor gallery will connect with the grain elevators of the Grand Trunk railroad so that grain may be delivered to ships at the state pier on the same terms and conditions as it is delivered to ships at the Grand Trunk piers.

The pier is expected to be completed early in 1923.

TESTING OUT THE FIRE-QUENCHING ABILITY OF NEW YORK'S LATEST TUG, THOMAS WILLET, WHICH HAS JUST BEEN RECONDITIONED BY THE TODD SHIPYARDS CORP.

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Marine Business Statistics Condensed

Record of Traffic at Principal American Ports for Past Year

New York

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1922.....	509	1,928,541	520	1,977,690
June	486	1,718,879	551	2,070,048
May	524	1,769,601	496	1,759,780
April	454	1,651,584	473	1,758,160
March	462	1,708,727	484	1,829,016
February	414	1,548,412	391	1,533,163
January	370	1,230,000	396	1,436,614
December, 1921.	398	1,372,663	436	1,604,960
November	423	1,543,430	415	1,506,071
October	413	1,662,564	428	1,644,729
September	385	1,304,544	417	1,556,645
August	478	1,583,991	390	1,300,897
July	394	1,456,304	403	1,423,109

Philadelphia

(Including Chester, Wilmington and the whole Philadelphia port district)
(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1922.....	116	307,058	84	248,337
June	103	282,251	83	233,964
May	117	310,117	80	234,220
April	94	245,785	63	197,807
March	107	288,295	79	257,149
February	94	240,663	62	189,140
January	86	243,546	67	211,468
December, 1921..	89	256,660	90	285,894
November	89	249,873	87	252,606
October	86	239,103	67	204,652
September	60	143,434	66	195,558
August	84	208,961	61	144,029
July	75	178,925	61	148,674

Norfolk and Newport News

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1922.....	22	62,986	55	158,254
June	22	73,791	56	175,961
May	21	61,513	73	193,599
April	18	59,180	83	232,485
March	29	77,775	79	235,809
February	24	66,156	72	192,640
January	22	78,412	53	152,957
December, 1921.	24	83,609	64	184,012
November	27	84,214	60	171,235
October	23	68,037	59	151,849
September	25	75,836	51	148,987
August	44	134,193	63	173,111
July	95	267,846	173	491,104

San Francisco

(Inclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1922.....	499	1,021,517	478	1,000,501
June	483	914,717	486	873,946
May	477	885,753	470	862,712
April	419	796,654	465	895,918
March	418	816,268	446	819,813
February	409	744,590	390	729,773
January	415	797,676	416	759,577
December, 1921	439	845,793	461	854,595
November	432	791,219	445	869,988
October	445	780,840	454	787,144
September	459	807,276	440	749,911
August	464	770,980	457	788,238
July	275	699,092	335	676,340

Baltimore

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1922.....	103	320,104	90	280,394
June	99	280,002	118	333,877
May	117	350,494	103	282,285
April	98	277,582	110	319,103
March	107	323,515	125	362,451
February	93	294,309	103	334,507
January	72	225,800	85	274,080
December, 1921.	95	281,373	102	312,528
November	78	243,934	80	253,943
October	73	249,481	78	252,098
September	85	259,788	81	260,789
August	90	251,499	87	239,482
July	116	349,379	123	365,666

Seattle

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1922.....	140	373,211	137	371,526
June	139	384,290	137	354,702
May	138	357,583	150	361,835
April	129	328,172	154	365,057
March	198	508,760	202	515,606
February	159	478,849	147	417,425
January	174	479,514	177	509,508
December, 1921.	183	528,191	180	517,996
November	177	489,119	166	454,118
October	163	431,637	157	443,447
September	168	434,912	150	387,151
August	202	519,467	192	517,253
July	158	450,050	159	436,884

New Orleans

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1922.....	227	570,709	236	601,740
June	253	596,752	234	587,483
May	236	632,495	230	610,916
April	221	565,559	225	594,842
March	235	643,251	258	716,568
February	197	582,189	201	576,973
January	225	621,483	217	603,995
December, 1921.	208	576,354	271	788,172
November	209	533,483	219	600,086
October	177	431,976	176	425,186
September	191	510,646	226	628,057
August	210	478,941	194	482,451
July	157	371,379	176	410,749

Boston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1922.....	159	324,795	94	229,492
June	137	169,015	94	161,888
May	133	251,304	104	192,231
April	71	138,683	103	270,499
March	85	241,289	56	135,671
February	76	218,853	58	153,350
January	70	185,175	42	108,423
December, 1921.	94	239,170	61	134,039
November	62	137,585	80	180,940
October	99	229,800	67	158,695
September	88	197,208	69	144,268
August	100	280,687	63	102,032
July	98	178,403	81	115,503

Mobile

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1922.....	79	152,475	73	138,543
June	77	153,357	76	141,413
May	61	109,793	55	114,691
April	61	144,237	62	123,238
March	73	136,937	57	110,363
February	54	122,606	59	117,172
January	71	147,866	64	136,242
December, 1921	85	194,757	87	216,233
November	87	104,489	47	86,559
October	64	124,089	60	122,949
September	55	95,343	46	89,460
August	57	108,936	48	83,486
July	67	156,801	58	101,850

Los Angeles

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1922.....	44	125,139	48	138,275
June	48	109,261	38	90,915
May	47	141,219	55	174,644
April	53	161,709	45	138,927
March	75	172,471	59	139,424
February	76	105,243	63	108,207
January	88	149,622	101	125,795
December, 1921.	94	161,393	81	137,450
November	66	42,054	90	69,275
October	68	124,682	76	123,276
September	54	128,611	45	119,275
August	50	117,775	40	106,243
July	45	144,913	34	101,581

Key West

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1922.....	67	80,673	67	85,336
June	60	73,308	58	73,842
May	89	107,629	82	101,318
April	77	81,917	81	86,471
March	97	78,984	92	76,531
February	84	67,080	78	68,137
January	77	69,850	77	72,321
December, 1921.	76	73,276	74	70,169
November	70	79,586	67	78,618
October	55	66,400	59	67,608
September	62	77,229	70	101,948
August	65	69,911	59	66,223
July	85	89,901	86	87,449

Portland, Me.

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1922.....	19	39,950	20	39,571
June	11	16,601	15	21,765
May	16	21,380	10	22,477
April	14	51,228	18	62,091
March	23	81,938	20	77,044
February	23	73,634	24	75,625
January	21	64,885	21	67,309
December, 1921.	29	92,777	32	99,527
November	24	37,712	12	16,794
October	13	21,191	8	13,652
September	10	15,345	12	26,224
August	13	17,192	13	14,265
July	13	15,195	11	9,597

Savannah

(Exclusive of Domestic)

Month	—Entrances— No. Ships	Net Tonnage	—Clearances— No. Ships	Net Tonnage
July, 1922.....	23	66,833	23	61,655
June	11	24,870	20	53,367
May	11	20,536	16	40,181
April	8	20,485	15	42,591
March	6	12,845	19	47,946
February	9	17,568	15	40,622
January	6	11,561	9	23,601
December, 1921.	4	8,876	14	43,281
November	10	19,543	16	44,187
October	6	10,417	13	37,447
September	3	5,152	19	56,024
August	17	33,428	24	55,108
July	10	17,469	16	33,712

Galveston

(Exclusive of Domestic)

Month	—Entrances— No. Ships	Net Tonnage	—Clearances— No. Ships	Net Tonnage
June, 1922.....	61	193,016	61	200,957
May	60	196,575	59	200,787
April	64	190,675	63	210,853
March	66	155,728	56	166,298
February	45	134,229	48	138,482
January	53	141,172	65	182,442
December, 1921	74	220,988	85	255,851
November	77	221,217	70	199,885
October	72	219,001	77	227,982
September	75	214,391	99	295,869
August	104	290,372	126	371,472
July	75	204,159	92	270,335
June	80	220,872	109	320,655

Portland, Oreg.

(Exclusive of Domestic)

Month	—Entrances— No. Ships	Net Tonnage	—Clearances— No. Ships	Net Tonnage
July, 1922.....	95	254,553	88	233,744
June	104	300,517	110	319,637
May	85	226,853	88	230,176
April	89	245,702	90	244,402
March	99	264,306	105	283,361
February	85	232,786	82	220,175
January	85	230,682	90	244,363
December, 1921.	92	266,763	94	279,862
November	89	263,595	92	273,424
October	100	302,941	97	292,067
September	89	238,484	78	234,287
August	91	250,330	91	256,577
July	75	236,945	74	229,228

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Marine Business Statistics Condensed

Port Traffic Record

Houston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1922	29	230,909	32	73,299
June	38	48,938	36	74,798
May	44	45,108	42	134,046
April	42	61,751	47	98,825
March	48	45,312	40	105,309
February	28	27,173	30	86,028
January	32	53,779	31	92,096
December, 1921	22	42,359	21	27,001
November	23	30,705	27	46,519
October	17	36,682	16	32,223
September	24	74,633	28	26,929
August	24	15,558	21	58,492
July	28	39,566	28	54,057

Port Arthur, Tex.

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1922	88	296,956	82	270,263
June	81	271,752	87	285,633
May	90	303,623	88	292,595
April	90	282,288	101	313,829
March	91	318,679	87	269,369
February	73	233,148	81	250,138
January	82	261,439	77	261,604
December, 1921	106	359,401	104	339,605
November	92	286,179	89	263,940
October	93	256,932	89	263,993
September	87	224,944	92	254,039
August	74	193,578	70	167,193
July	70	168,438	59	142,181

Providence

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1922	10	19,279	7	22,228
June	10	31,095	7	17,423
May	14	49,985	13	37,000
April	9	24,854	7	31,049
March	12	45,966	8	34,272
February	13	53,367	11	46,372
January	11	46,093	12	50,449
December, 1921	8	26,053	16	50,847
November	12	50,551	16	59,677
October	13	46,530	10	44,661
September	12	43,665	19	65,515
August	6	19,722	3	13,095
July	14	45,133	4	13,674

Lake Erie Receipts

Out of a total of 8,942,336 tons shipped from upper lake ports in July, Lake Erie ports received 6,724,559 tons, as shown by the figures compiled by MARINE REVIEW. The balance on dock Aug. 1 was 7,396,842 tons against 8,840,824 tons on Aug. 1, 1921. Detailed figures are:

Port	Gross tons
Buffalo and Port Colborne	839,481
Erie	103,819
Conneaut	1,288,465
Ashtabula	1,694,813
Fairport	241,150
Cleveland	1,511,869
Lorain	586,335
Huron	143,428
Toledo	237,314
Detroit	77,885
Total	6,724,559

Soo Canal Report

The total movement of freight through the Soo canal for July was 10,235,090 net tons, an increase of 2,168,973 tons over the amount carried in June. When compared with the shipments for July of last year, which were 8,138,583 tons, an increase of 2,096,507 tons is shown. The tonnage comparison figures for the past seven years follow:

	Net tons
July, 1922	10,235,090
July, 1921	8,138,583
July, 1920	11,577,679
July, 1919	11,916,152
July, 1918	13,362,344
July, 1917	13,650,047
July, 1916	14,048,494

Of the total freight carried in July, 9,954,247 tons were handled through the United States canal, while 289,843 tons passed through the Canadian canal.

The following tabulation gives the figures in detail for 1922 and 1921:

	To Aug. 1, 1922	To Aug. 1, 1921
EASTBOUND		
Lumber, M ft B. M.	104,118	91,487
Flour, barrels	3,116,323	3,218,250
Wheat, bushels	64,017,842	39,498,805
Grain, bushels	52,406,431	42,048,255
Copper, net tons	25,054	8,563
Iron ore, net tons	17,021,033	10,996,912
Pig iron, net tons	160	526
Stone, net tons	13,283	9,135
General merchandise, net tons	222,841	28,186
Passengers, number	13,228	15,729
WESTBOUND		
Coal, soft, net tons	731,895	8,076,824
Coal, hard, net tons	13,152	1,017,297
Iron ore, net tons	11,424	.....
Mfgd. iron and steel, net tons	25,283	12,578
Salt, net tons	31,407	25,727
Oil, net tons	112,845	215,965
Stone, net tons	190,526	183,866
General merchandise, net tons	272,162	231,744
Passengers, number	14,119	16,456
SUMMARY		
Vessel passages, number	6,998	5,767
Registered tonnage, net.	20,486,932	14,155,094
Freight—		
Eastbound, net tons.	20,868,207	13,566,252
Westbound, net tons..	1,388,694	9,764,001
Total freight, net tons	22,256,901	23,330,253

July Ore Shipments

Shipments of iron ore from the Lake Superior districts during July totaled 8,942,336 tons compared with 4,047,687 tons in the corresponding period of last year, an increase of 4,894,649 tons. Shipments to Aug. 1 are:

	July 1922	To Aug. 1, 1922
Escanaba	799,536	1,604,130
Marquette	454,221	848,765
Ashland	1,379,608	2,579,056
Superior	2,010,368	4,364,963
Duluth	2,872,882	5,126,745
Two Harbors	1,425,721	2,769,854
Total	8,942,336	17,293,513
1922 increase	4,894,649	6,874,599

Record of Traffic Through Panama Canal

		Atlantic to Pacific traffic —Panama Canal— No. of ships	net tonnage	Tons of cargo	Pacific to Atlantic traffic —Panama Canal— No. of ships	net tonnage	Tons of cargo	Total traffic through canal —Panama Canal— No. of ships	net tonnage	Tons of cargo
1922										
June	American	57	256,060	269,093	45	205,063	211,373	102	461,123	480,466
	Foreign	78	338,136	317,284	48	171,454	179,728	126	509,590	497,012
	Total	135	594,196	586,377	93	376,517	391,101	228	970,713	977,478
May	American	59	285,265	343,913	49	226,356	264,626	108	511,621	608,539
	Foreign	75	309,448	329,485	60	211,747	220,483	135	521,195	549,968
	Total	134	594,713	673,398	109	438,103	485,109	243	1,032,816	1,158,567
April	American	47	220,055	260,442	48	223,913	238,420	95	443,968	498,462
	Foreign	74	300,633	301,991	61	230,232	245,194	135	530,865	547,585
	Total	121	520,688	562,433	109	454,145	483,614	230	974,833	1,046,047
March	American	57	256,613	239,696	46	215,547	219,569	103	472,160	459,265
	Foreign	81	329,428	342,256	50	174,223	158,568	131	503,651	500,824
	Total	138	586,041	581,952	96	389,770	378,137	234	975,811	960,089
February	American	46	199,564	186,486	42	192,931	193,643	88	392,495	380,129
	Foreign	68	288,441	256,339	56	205,599	201,606	124	494,040	457,945
	Total	114	488,005	442,825	98	398,530	395,249	212	886,535	838,074
January	American	47	208,770	206,633	38	169,575	153,649	85	378,345	360,282
	Foreign	78	304,994	286,958	47	163,177	160,058	125	468,171	447,016
	Total	125	513,764	493,591	85	332,752	313,707	210	846,516	807,298
1921										
December	American	44	198,506	163,744	43	198,528	179,441	87	397,034	343,185
	Foreign	91	377,163	353,366	61	243,047	256,502	152	620,210	609,868
	Total	135	575,669	517,110	104	441,575	435,943	239	1,017,244	953,053
November	American	48	227,644	173,027	36	160,457	182,992	84	388,101	356,019
	Foreign	75	311,373	213,654	63	242,937	285,767	138	554,310	499,421
	Total	123	539,017	386,681	99	403,394	468,759	222	942,411	855,440
October	American	43	201,893	165,942	46	195,968	217,141	89	397,861	383,083
	Foreign	88	369,282	208,495	78	302,411	394,197	166	671,693	602,692
	Total	131	571,175	374,437	124	498,379	611,338	255	1,069,554	985,775
September	American	46	210,031	161,875	41	200,375	222,226	87	410,406	384,101
	Foreign	82	320,603	138,845	52	194,128	231,948	134	514,731	370,793
	Total	128	530,634	300,720	93	394,503	454,174	221	925,137	754,894
August	American	43	148,188	146,159	51	180,346	234,208	94	328,534	380,367
	Foreign	77	339,031	171,811	65	297,711	287,095	142	636,742	458,906
	Total	120	487,219	317,970	116	478,057	521,303	236	965,276	839,273
July	American	36	151,595	103,698	37	169,842	212,523	73	321,437	316,221
	Foreign	69	251,456	154,742	64	237,720	238,019	133	489,176	392,761
	Total	105	403,051	258,440	101	407,562	450,542	206	810,613	708,982
June	American	47	214,919	199,183	34	126,642	142,052	81	341,561	341,235
	Foreign	56	200,383	160,401	55	219,533	193,084	111	419,916	353,485
	Total	103	415,302	359,584	89	346,175	335,175	192	761,477	694,720

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Late Flashes On Marine Disasters

Brief Summaries of Recent Maritime Casualties— A Record of Collisions, Wrecks, Fires and Losses

Name of Vessel	Date	Nature	Place	Damage Resulting
Amaganset	July 13	Not stated	Off Cobbs Isl., Va.	Foundered
Appomattox	July 11	Disabled	Queenstown	Eng. trouble
Arctic	July 9	Disabled	Off Balboa	Damaged condensers
Argon	July 13	Disabled	Gibraltar	Boil. damaged
Arlington	July 11	Fog, col.	Off Castle Island	Slight
Annondale	Aug. 3	Fog, adrift	Vancouver	Prop. broke
Allianca	Aug. 8	Disabled	Near Sandy Hook	Eng. trouble
Andre Pierre	Aug. 8	Fog, stranded	Miquelon coast	Total loss
Alex Holley	Aug. 12	Collision	Detour	Slight
Bingham (ferryboat)	July 23	Collision	New York	Heavy
Benjamin A. Van Brunt	July 15	Collision	Hoboken	To stern
Barbara	July 30	On sand bar	Nr. Cape Cod Canal	Slight
Binnedyk	July 31	Collision	Off Kaighns Point	To plates & frame
Coeur de Alene	July 10	Struck	Faun Bar	Broken gear
Clarence Labeau	July 11	Fire	Toledo, O.	Destroyed
C. H. McCullough	July 10	Collision	Near Detour	Not stated
Canadian Commander	July 3	Ashore	Near Platte Point	Hull battered
Cananova	July 12	Grounded	Green Island	Not stated
Callao	July 9	Disabled	Bermuda	Rudder & tanks damaged
Cranford	July 2	Grounded	Sabine channel	Not stated
C. M. Charnley (tug)	July 15	Fire	Port Jefferson LI	Total loss
Cahill (tug)	July 13	Collision	Norfolk	Not stated
Canadian Pioneer	July 17	Grounded	Near Dominion Park	Undamaged
Corone	July 21	Grounded	Romer Lighthouse	Undamaged
County of Carmarthen	July 29	Ashore	N. of Mayo Island	Abandoned
Canadian Pioneer	July 24	Col. with iceberg	Straits of Belle Isle	Hole in forepeak
Charles Braley	July 24	Explosion, fire	off Tamipco	Total loss
Callista	July 27	Collision	Not stated	Sunk
Coeur d' Alene	July 20	Collision	New York	Bow damaged
Canadian Rover	July 30	Ashore	Near Vancouver, BC	Slight
Clara A. Donnell	July 12	Ashore	Davis Island	Total loss
Cranford	Aug. 9	Collision	London	Slight
Clarence P. Howland	Aug. 11	Collision	Staten Island Sound	Turned turtle, sank
Dartford	July 12	Collision	New York	Not stated
Dorothy Bradford	July 11	Fog, col.	Off Castle Island	Slight
Doris L. Corkum	July 18	Ashore	Cape Ballard	May be a total loss
Duke	July 20	Disabled	Delaware Breakwater	Lost rudder
Dania	Aug. 4	Fire	Philadelphia	To cargo
Ella Flaherty	July 13	Stranded	Near Cape Henry	Not stated
E. N. Saunders	July 23	Grounded	Kemps' Point	Undamaged
Emily	July 13	Collision	Norfolk	Slight
Eagle boat No. 54	July 21	Disabled	Off Hatteras	Not stated
Eveline Wilkie	July 27	Collision	Off Plum Island	Unknown
Edward (tug)	Aug. 2	Explosion	Brooklyn	Total loss
Elizabeth R.	July 19	Ashore	Straits of Canso	Not stated
Emory L. Ford	Aug. 2	Fog, grounded	Near Point Iroquois	Jettis. cargo
Edenborn	Aug. 1	Grounded	Near Point Iroquois	Undamaged
Emperor	Aug. 1	Grounded	W. Neebish channel	Undamaged
Elva L. Spurling	Aug. 1	Collision	Off Cape Cod	Sunk
England Maru	Aug. 9	Pulled out bits	Nr Newport News	also to ports
Federal	July 17	Disabled	At sea	Gears stripped
Flo F. Mader	Aug. 1	Fouled sch.	City Island	Not stated
Favonian	Aug. 1	Was fouled	City Island	Not stated
Francis J. Reichert	Aug. 10	Not stated	East River, NY	Sunk
Gilbert Stancliff	June 5	Sprung leak	Mispec, NB	Waterlogged
Granite State	July 26	Fire	Off Magnolia	Sunk
Gopher	Aug. 1	Disabled	Bar Point	Not stated
Grand Republic	Aug. 1	Collision	New York	Bow cut away
Ginyo Maru	July 4	Collision	Montara Light	Hull destroyed
Gondia	Aug. 9	Typhoon	So. China coast	Believed lost
Huronton	July 16	Ashore	Above Coteau	Jettis. cargo
Henry T. Scott	July 16	Fog, col.	W of Neah Bay	Sunk
Harry Luckenbach	July 16	Fog, col.	W of Neah Bay	Not stated
Hamlet	July 14	Disabled	Marcus Hook	Crankshaft trouble
Henry Bessemer	July 7	Grounded	Above Port Huron LS	Not stated
Harriet B.	July 11	Ashore	Three Sisters Ledge	Slight
Hieltenas	July 17	Abandoned	At sea	On fire
Higho	July 20	Disabled	Zoungoulbak, Turkey	Prop. shaft broke
Helen Euphane	July 21	Disabled	Norfolk, Va.	Prop. damaged
Haigtown	July 21	Coal heated	Wilmington, NC	Bulkhead destroyed
Holmes A. Frank	July 21	Ashore	Quirpon	Total wreck
Hesper	July 21	Disabled	Near Norfolk	Leaking
Hawaii Maru	July 27	Collision	Not stated	Not stated
Hartney W.	July 15	Fog, col.	Pollock Rip	Serious
Herman Frasch	July 15	Fog, col.	Pollock Rip	Not stated
Herman S. Caswell	Aug. 7	Collision	New York	Stem crushed
H. F. Alexander	Aug. 7	Struck rock	Near Cape Flattery	No. 1 hold leak.
Ida Kieth	July 14	Fire	Sandusky	Total loss
Jacksonville	July 14	Grounded	New York bay	Not stated
J. H. Sheadle	July 24	On bottom	Canadian channel	Not stated
Jethou	July 13	Collision	Boston	Undamaged
John R. Fox	July 19	Ashore	Island of North Caicos	Keel & rudder gone
J. A. Farrel	July 28	Collision	Soo	Fantail bent
J. F. Taylor	Aug. 2	Disabled	Port Colborne	Air pump broke
John Dunn	Aug. 11	Disabled	Soo	Buckets off wheel
John A. Campbell	Aug. 2	Fire	Tarawa	Total loss
King Cyrus	July 17	Ashore	Point Chehalis	Total loss
Locust	July 15	Heeled over	Boston	Sunk
Lucy Evelyn	July 27	Collision	Off Plum Island	Slight
Lake Flournoy	Aug. 1	Collision	Off Cape Cod	Not stated
Lampass	July 30	Grounded	Near Fort Points	Undamaged
Lieutenant Condon	Aug. 6	Struck ledge	Off Mark Island	Rudder dis. prop. gone
Lages	Aug. 12	Disabled	Norfolk	Eng. trouble
Middlesex	July 1	Struck	Trundy's Reef	Plates pierced
McIlvaine	July 14	Sprung leak	Near Beaufort	Sunk
Manda	July 7	Grounded	Above Port Huron LS	Not stated
Moonlite	July 12	Disabled	Off Cape Henry	Eng. trouble
Mobile City	July 16	Fog, ashore	Protection Island	Undamaged
Marengo	July 21	Collision	English Channel	Undamaged
Melrose	July 28	Sunk	Cardinal, Ont.	Cargo considerably damaged
Marion Norman	July 27	Disabled	NNE of Ambrose	In tow
Marion L. Conrad	July 13	Ashore	Cross Island	Leaking
Maplehurst	Aug. 7	Fire	Montreal	Slight
Mohawk	Aug. 10	On rocks	Kill van Kull	Not stated
Noronic	July 13	Stranded	Iroquois Point	Undamaged
Northland	July 12	Grounded	Puget Sound	Not stated
Nevadan	July 13	Collision	Boston	Plate dented
N. Y. Central tug No. 20	July 23	Collision	New York	Heavy
Northern	Aug. 10	Afoul	Off Sandy Hook	Not stated
Owen J. McWilliams (tug)	July 21	Collision	Bridgeport	Not stated
Pontiac	July 10	Collision	Near Detour	Plates damaged
Peter McIntyre	July 14	Ashore	Shovelful Shoal	Slight
Peter Reiss	July 1	Struck bank	Superior	To rudder stock
Peconic	July 13	Disabled	Norfolk	Wheel & rudder damaged
President Monroe	July 21	Disabled	Plymouth, Eng.	Steerer dis.
Phaliron	July 23	Disabled	Hampton Roads	Machy. trouble
Parima	July 21	Fire	New York	To cargo
P. N. Co. No. 14	July 17	Turned turtle	Off Portsmouth	Cargo lost
Paisley	Aug. 1	Grounded	Point Aux Pines	Undamaged
Pennsylvanian	Aug. 1	Disabled	Cristobal	Lost prop. blade
Pocahontas	Aug. 11	Fire	Brooklyn	Not stated
Providence	Aug. 10	Afoul	Off Sandy Hook	Not stated
Robert C. Clowry	July 12	Disabled	Boston	Cable afoul prop.
Regina	July 16	Heavy weather	At sea	Lost mainsail
Remuera	July 21	Collision	English Channel	Heavy
Rapids Prince	July 30	On rocks	Lachine Rapids	Heavy
Roanoke	Aug. 11	Collision	Staten Island Sound	Not stated
Raleigh	Aug. 9	Grounded	Pt. Amour, Labrador	Probable loss
Robert Fulton	Aug. 12	Collision	Detour	To plates
Shenango	July 11	Collision	Detour	To plates
Samuel F. B. Morse	July 11	Grounded	Ashland	Undamaged

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Late Flashes On Marine Disasters

Brief Summaries of Recent Maritime Casualties— A Record of Collisions, Wrecks, Fires and Losses

Name of Vessel	Date	Nature	Place	Damage Resulting
Sea Scamp	July 15	Ashore	Cape Lookout	Not stated
Samuel Mitchell	July 1	On rocks	Near Detour	To plates & eng.
St. Anthony	July 8	Ice	Belle Isle	Bow damaged
Susan B.	July 18	Grounded	Middle Ground	Badly strained
Santa Clara	July 17	Fire	Calloa	To cargo
Santa Isabel	July 20	Grounded	S. of Miami	Undamaged
Swan	July 15	Grounded	Near Boston	Not stated
S. H. Robbins	July 25	Grounded	Buffalo	Jettis. cargo undamaged
Saxon Prince	July 27	Fire	Piraeus	Slight, more to cargo
Tourist	Aug. 2	Disabled	New York	Eng. trouble
Tiger	July 4	Fire	Baltimore	Slight
Titan	Aug. 5	Struck	Near Canso	Slight
Tashmoo	Aug. 10	Fire	Cypress Island	Total loss
Upton	July 12	Collision	New York	Slight
Union City	July 20	Collision	New York	Stern damaged
Valdura	July 10	Grounded	Barbers Point	Jettis. cargo
Vancouver Maru	July 30	Grounded	E. of Cape Henry	Lost anchor & chain
Ventnor	July 31	Collision	Off Kaighns Point	Slight
Vulcan City	July 20	Disabled	New York	Not stated
Win-the-War	July 3	Struck	Shag Harbor	Total loss
Wm. A. McKenney	July 4	Collision	Montara Light	Ripped plates
W. C. Franz	July 11	Collision	Detour	Slight
Willamette	July 12	Grounded	Puget Sound	To tanks & frames
Wm. G. Warden	July 7	Grounded	New Orleans	Not stated
Wyoming	July 16	Collision	New York	Bow damaged
West Keats	July 16	Ashore	Panay	Rudder unshipped
West Ira	July 22	Disabled	Near Honolulu	Prop. blade lost
Wm. C. Bickel (tug)	July 21	Collision	Bridgeport	Slight
West Durfee	July 22	Broke from dock	Norfolk	Slight
Winona	July 29	Sank	Soulouges Canal	Cargo considerably damaged
W. H. Wolf	July 28	Collision	Soo	Bow buckled
Wassaic	July 28	Disabled	SE of Winter Quarter I.S	Boils. dis.

Plan To Make Sacramento Deepwater Port

Sacramento, capital of California and on the Sacramento river 90 miles from the Pacific, is to be made a deepwater port, by the construction of a ship channel, 35 miles in length, to connect it with 50 feet of water in the mouth of the San Joaquin river, in San Pablo bay, according to present plans. The preliminary surveys and reports on the project have been completed, preparatory to asking federal aid. The ship canal committee of the Sacramento chamber of commerce has asked the city government for $30,000 with which to make detailed surveys, ascertain costs of construction and rights of way, and to press the application before the federal government.

There are 29 counties tributary to the already large water-borne traffic on the Sacramento river for 110 miles beyond Sacramento. All of northern California, except San Francisco and the transcontinental railroads, is supporting the state capital in the project, according to Herman Davis, chairman of the ship canal committee, which originated the idea and has done all the pioneering. According to present plans, the canal will leave a large and deep turning basin and docks on the present river front of Sacramento and, running through several sloughs, will reach the San Joaquin river a short distance above Antioch, at a point where there is from 40 to 54 feet of water. The remainder of the way to the Pacific is down the San Joaquin to Suisun bay, then to San Pablo bay, then to San Francisco bay, and out through the Golden Gate. The 35 miles to be excavated is through soft delta land, with no rock to be moved, and with some distance in one of the sloughs, which is already deep enough but which needs to be widened.

The completed canal is to be 30 feet deep, 150 feet wide at the bottom, and 350 to 360 feet wide at the surface. Statistics for a number of years show that 80 per cent or more of the deep sea traffic entering San Francisco bay is carried in ships of 25 feet draft, or less, and that 45 per cent of it is in ships of 20 feet draft or less. Study of these figures led to the decision to construct a canal of 30 feet. At present 254 steamers, barges, and schooners are operating on the Sacramento river, which is navigable for 200 miles from San Francisco bay. These boats handle more than 1,000,000 tons of cargo and 100,000 passengers every year. The cargo, according to figures gathered by the Sacramento chamber, has the highest value per ton of any river-borne commerce in the United States, the average value being placed at $95.95 per ton, a total value for the commerce of the river of approximately $100,000,000 per year.

The cost of the excavation of the canal is estimated at $825,000. The turning basin, concrete wharves, wharf houses, warehouses, port facilities, and belt railroad, to connect the stations of the transcontinental rail lines which enter Sacramento with the wharves, will cost, it is estimated, close to $2,000,000, so that a round figure of $3,000,000 is given as the expense of the total improvement. The project will give the transcontinental railroads a deep-water port for their westbound traffic 90 miles nearer the source of that traffic in the manufacturing centers of the East.

Lake Michigan Receipts

Receipts of ore at Lake Michigan ports for July were 1,941,371 gross tons, as shown in the following record by ports:

Port	Gross tons
South Chicago, Ill.	1,171,458
East Jordan, Mich.	.....
Boyne City, Mich.	.....
Milwaukee	.....
Indiana Harbor, Ind.	199,185
Gary, Ind.	570,728
Total	1,941,371

Pittsburgh River Traffic

July, 1922

Name of commodity	Allegheny	Monongahela	Ohio
	Short tons		
Coal	38,680	142,111	59,080
Coke	.....	5,712	.....
Gasoline	700	700	.....
Gravel	104,107	86,375	64,018
Iron and steel	.....	25,633	9,880
Packet cargo	.....	.....	4,956
Sand	134,045	103,474	68,040
Unclassified	2	1,382	4,235
Total	277,534	365,387	210,209

June, 1922

Commodity	Allegheny	Monongahela	Ohio
	Short tons		
Coal	28,895	196,930	106,011
Coke	.....	7,672	3,800
Gasoline	960	470	500
Gravel	94,863	78,076	61,697
Iron and steel	.....	33,675	16,600
Packet cargo	.....	.....	5,317
Sand	209,065	86,664	78,048
Unclassified	710	3,398	2,185
	334,433	406,884	274,158

British shipping accounted for more than half of the number and the net tonnage of ships transiting the Suez canal during the first quarter of 1922, accounting for a total of 671 vessels of 3,224,195 net tons.

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Ocean Freight Rates

Per 100 Pounds Unless Otherwise Stated

Quotations Corrected to August 4, 1922, on Future Loadings

New York to	Grain	Provisions	Cotton (H. D.)	Flour	General cargo cu. ft.	General cargo 100 lbs.	††Finished steel
Liverpool	2/6	$0.60	$0.25	$0.17	$0.40	$0.75	$7.00T
London	2/6	0.60	0.25	0.17	0.40	0.75	7.00T
Christiania	$0.20	0.35	....	0.25	0.45	0.90	7.00T
Copenhagen	0.20	0.35	....	0.25	0.45	0.90	7.00T
Hamburg	0.12	0.20	0.25	0.18	0.45	0.82½	7.50T
Bremen	0.12	0.20	0.25	0.18	0.45	0.82½	7.50T
Rotterdam	0.13	0.30	0.22½	0.19	0.40	0.75	4.50T
Antwerp	0.13	0.27½	0.22½	0.19	0.40	0.75	4.50T
Havre	0.14	0.40	0.42½	0.20	0.40	0.75	9.00T
Bordeaux	0.14	0.40	0.42½	0.20	0.40	0.75	9.00T
Barcelona	0.18	0.75	0.35	7.00T	—20.00T—		8.00T
Lisbon	0.18	0.75	0.75	7.00T	—20.00T—		8.00T
Marseilles	0.19	0.55	0.50	6.00T	—20.00T—		6.00T
Genoa	0.18	0.75	0.42½	0.42½	0.50	1.00	9.00T
Naples	0.18	0.75	0.42½	0.42½	0.50	1.00	9.00T
Constantinople	0.22	15.00T	0.75	0.25	—20.00T—		12.00T
Alexandria	0.22	15.00T	....	0.25	—20.00T—		12.00T
Algiers	0.22	0.75	....	0.35	—22.00T—		12.00T
Dakar	.....	14.50T	.....	15.00T	—20.00T—		10.00T
Capetown	10.50T	20.00T	.....	15.00T	—20.00T—		12.50T
Buenos Aires	.....	.....	.....	.....	—20.00T—†		6.00T †
Rio de Janeiro	.....	.....	.....	.....	—12.00T—†		7.00T †
Pernambuco	.....	.....	.....	.....	—14.00T—†		9.00T †
Havana	0.17½*	0.37½*	.....	0.17½*	0.47*	0.94*	0.20*
Vera Cruz	.....	0.45	.....	0.20	0.45	0.90	0.35
Valparaiso	.....	1.07	.....	0.70	0.45	0.80	12.00T
San Francisco	.....	0.40	.....	0.56	....	....	0.30
Sydney	.....	.....	.....	.....	20.00 to 25.00		11.50
Calcutta	.....	16.00T	.....	.....	—16.00T—		10.00T

From North Pacific Ports to	Lumber Per m. ft.
San Francisco	$6.00 to 6.50
South California	7.00 to 7.50
Hawaiian Islands	10.50 to 12.00
New Zealand	13.00 to 14.00
Sydney	13.00 to 14.00
Melbourne-Adelaide	15.00 to 16.00
Oriental Ports	10.00 to 12.00
Peru-Chile	14.00 to 16.00
South Africa	20.00
Cuba	15.00
United Kingdom	90s
United Kingdom (ties)	70s
Baltimore-Boston range	12.50 to 14.00
Baltimore-Boston range (ties)	12.00 to 13.50
Buenos Aires	17.00
	Flour and Wheat
Oriental Ports	$ 4.50 to 5.00
U. K. and Continent	37/6 to 40s T
Scandinavia	40s to 42/6 T
Mediterarnean	40s to 42/6 T
	Steel
Oriental ports	$5.00T
	Cotton
Oriental ports	$10.00T
	Apples
United Kingdom	$1.00 per box
	Copper
Oriental ports	$4.50 to 5.00

T—ton. †Landed. ††Heavy products limited in length. *Extra charge for wharfage.

Principal Rates To and From United Kingdom

	s	d
Grain, River Plate to United Kingdom	20	0
Coal, South Wales to Near East	14	0
Coal, Newcastle to France	5	8
Coal, South Wales to Buenos Aires	13	6
Iron ore, Bilbao to Middlesbrough	6	6
General British market, six months time charters, per ton per month	4	6

Bunker Prices

At New York

	Coal alongside per ton	Fuel oil alongside per barrel	Diesel oil alongside per gallon
July 8, 1921	$5.75 @ 6.25	$1.45	5.25 cents
Oct. 4....	5.85 @ 6.15	1.45	5.25 cents
Jan. 9, 1922	5.50 @ 5.90	1.25	5.50 cents
April 6....	5.30 @ 5.90	1.16½	4.75 cents
June 9....	8.20	1.26½	4.75 cents
July 1....	8.10	1.26½	4.75 cents
Aug. 3....	11.50 @ 11.75	1.45	5.00 cents

At Philadelphia

	Coal alongside per ton	Fuel oil alongside per barrel	Diesel oil alongside per gallon
July 7, 1921	$4.90 @ 5.45	$1.47½	4.5 cents
Oct. 6....	*6.10 @ 6.25	1.80	4.25 cents
Jan. 9, 1922	*5.10 @ 5.35	1.50	5.00 cents
April 10...	*5.90 @ 6.25	1.05	4.25 cents
June 9....	*8.00 @ 8.50	1.12	4.25 cents
July 1....	*8.00	1.15	4.25 cents
Aug. 3....	*11.00 @ 11.25	1.47	5.00 cents

*Trimmed in

Other Ports

Boston coal, per ton	$11.00
Boston, oil, f. a. s., per barrel	1.515
Hampton Roads, coal, per ton	9.00
Seattle, coal, per ton	7.50 to 8.50
Cardiff, coal, per ton	21
London, coal, per ton	28s
Antwerp, coal, per ton	28s

Strike Settlement Eases Ship Market

After several weeks of great activity, the charter market on the Atlantic has slackened. Increased confidence in the early settlement of the railroad and coal strikes slowed up the aggressive demand for tonnage to bring in British coal. The coal demand which sprang up and died down during the month brought out as high as 90 charters in a week. The rate climbed from 7s to 17s, falling to 12s with 10s paid for September loading. The September position is quite weak owing to the big fleet of coal carriers which will be seeking eastbound tonnage. Grain is fairly active, Montreal drawing the big share of the tonnage, but Gulf loading also is increasing. Recent quotations from Gulf to continent have gone up to 16½ cents. The New England coal trade will be active, with prospects for continuing heavy movement.

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Practical Ideas for the Engineer

Mercurial Barometer Gives Sailor Means of Foretelling Weather—Simplified Method of Reading

WEATHER interests no class of men so much as it does the seamen. The size of the farmer's bank balance depends largely upon his power to predict the weather with the aid of the weather bureau, but the very life of the sailor depends on the same faculty and mostly without outside aid. Therefore, he should have the best means at his disposal for making intelligent prognostics and in this the barometer stands first and foremost.

The barometer gives a measure of the pressure of the atmosphere and all over the world, with the exception of a few degrees on either side of the equator, there is a relation between the winds over the sea and the distribution of atmospheric pressure at sea level. The wind is strong in those parts of the earth where the local difference of pressure at sea level is large and light when the local differences are small. This will be best understood by studying a barometrical map or synoptic chart, as the pressure depends, not upon the height of the barometer on board ship, but on the difference between that height and the height which obtains over a neighboring ship or place, or, as it is called, the gradient, the wind not blowing directly across these lines, from high to low pressure, but more or less along them.

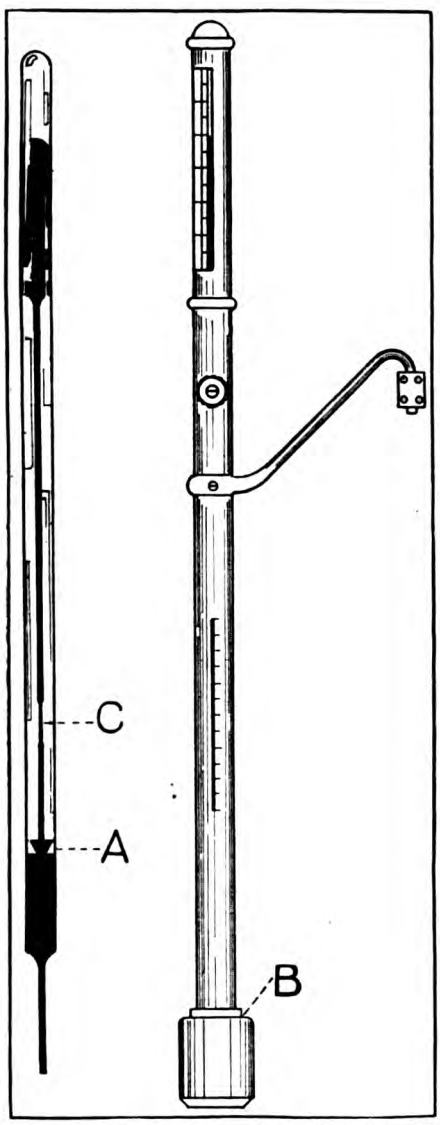

FIG. 1—MERCURIAL BAROMETER OF THE MARINE TYPE WHICH GIVES CORRECT READING

Wireless Comparisons Help

For obtaining these pressures all too many vessels are equipped only with the aneroid barometer, some having several, all standing at different heights, none of which are known to be correct. For noting fluctuations it does not matter how high or low the pointer may be, and the dial might just as well show 5 points as 30 inches, but for comparing with other barometers, or for the log the hydrographic office earnestly requests vessels to keep, these readings are not only useless but mischievious. In these days, when ships carry wireless apparatus, they should get into the habit of interchanging barometer readings, but to do this all readings must be corrected and the mercurial instrument of the marine type as shown in Fig. 1 is without equal.

For instance if two captains 100 miles apart were to exchange readings and there was a difference of ¼ inch (8 millibars) between them, there ought to be a gale of wind blowing across the space between them. If they were up or down the wind from each other there may be a gale, yet only little difference between their readings. From this it will be seen that from quite a small difference in pressure much wind may arise, so that accurate reading is necessary, but if the aneroid has, say, half an inch of unknown index error, careful reading is only misleading.

A good, tested, mercurial barometer if left alone and not knocked about, will always give you the correct pressure and should it from any cause acquire an index error, it can be ascertained and will "stay put" for a considerable time. For the purpose of accurate mapping, which is the system by which meterological bureaus predict the weather, they require readings to one ten-thousandth part (one-tenth of a millibar). This is possible but not easy, but any intelligent man can, with the aid of the vernier, read to one one-hundredth part of an inch, or to one decimal place in millibars.

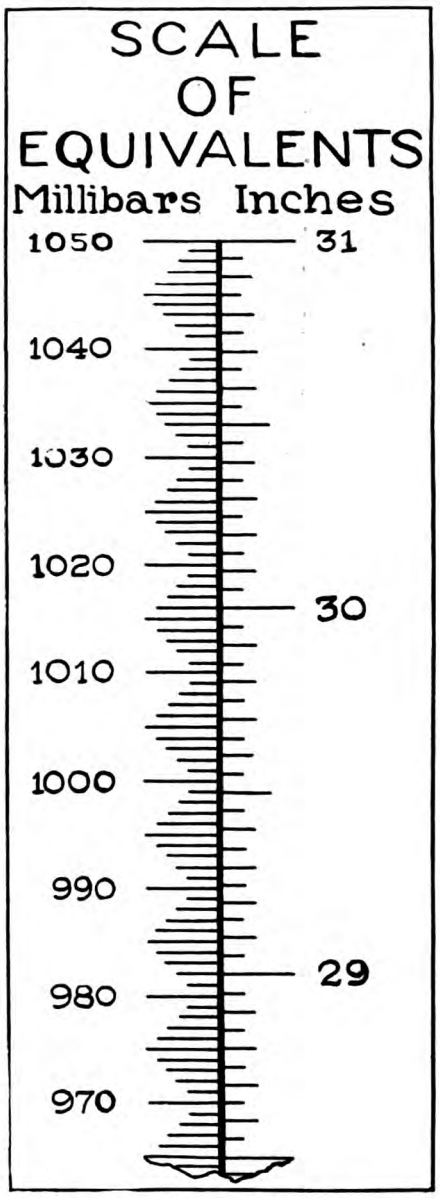

FIG. 2—RELATION BETWEEN MILLIBARS AND INCHES

The principle of the mercury barometer was discovered in 1643 by Torricelli. It consists of a glass tube closed at one end and filled with

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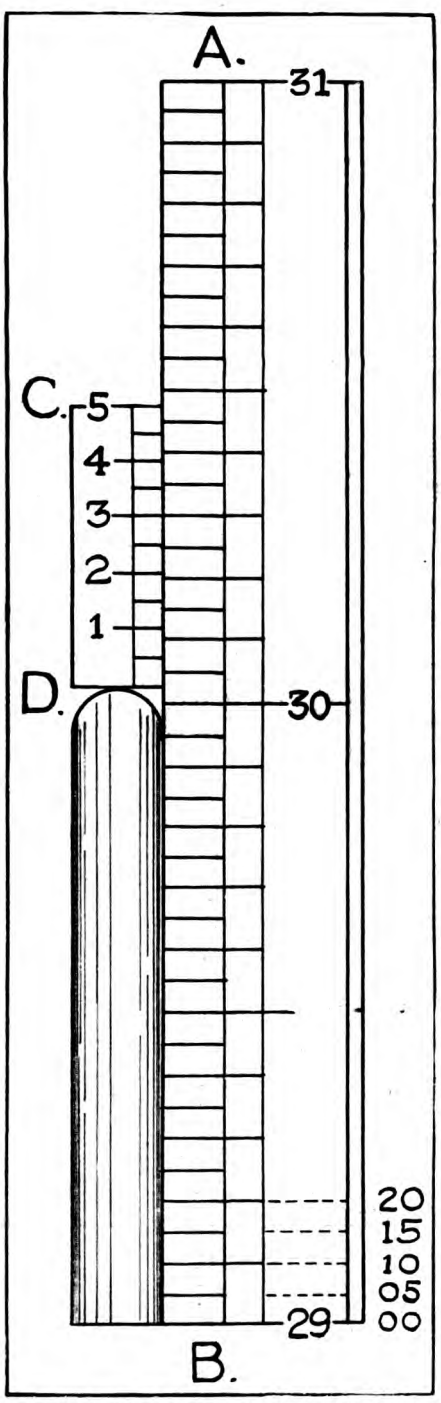

FIG. 3—HOW BAROMETERS ARE READ

mercury. The tube is inverted and the open end immersed in a small cistern of mercury. The pressure of the air on the surface of the mercury in the cistern maintains the mercury in the tube at a height which corresponds to that pressure. A small hole in the upper part of the cistern *B*, Fig. 1, admits access to the surrounding air, and a leather washer permits it to exert pressure but prevents the escape of the mercury. The glass tube is contracted for the greater part of its length to prevent pumping, to strengthen the tube and to lessen the weight of mercury required. There is a further constriction shown at *C* to further prevent pumping when a ship is laboring in a seaway. At *A* is shown the air trap, a funnel to imprison any air which may get into the barometer.

Adopts Easier System

Barometers are usually graded in inches, tenths and twentieths, but as this unit is tiresome for calculations and has no real meaning, as it is pressure that has to be expressed, it was decided at an international convention to adopt the centimeter-gramme-second system, in which the bar, centibar and millibar are actual units of pressure, the latter being approximately a thousandth part of the ordinary pressure of the air at sea level. The mean pressure at sea level is 14¾ pounds per square inch, corresponding with 760 millimeters or 29.92 inches of mercury at the freezing point in latitude 45 degrees. One thousand millibars are nearly 750 millimeters or 29.5 inches. The relation between millibars and inches is given in Fig. II.

The right way to look at a barometer is shown in Fig 4. Let it hang freely so that it will be vertical. Turn the milled head of the rack and pinion of the vernier until the lower edge is exactly level with the top of the mercury, when one's eye is on just the same level.

Fig. 3 best explains the method of reading. Here the bottom of the vernier *D* having been brought into a straight line with the top of the mercury, the scale line just below *D* is 30 inches. On looking up the vernier it will be seen that the line against the numeral 3 lies evenly with the line on the scale. The numeral 3 indicates .03; hench *D* is .03 above the scale line next below it and thus is obtained:

Reading on scale 30.00
Reading on vernier ..... .03

Height of mercury 30.03

which is sufficiently close for all ordinary purposes.

How to Correct Readings

Having ascertained the correct reading, it has to be corrected for altitude, the height the instrument is above sea level; for temperature, what the actual temperature differs from that marked on the scale; and for gravity, the difference between the latitude of place and 45 degrees north or south.

The amount to be added for altitude is .001 inch per foot, or 1 inch per 1000 feet or 1 millibar per 30 feet above sea level.

This is not so laborsome as it sounds as there is a shortcut method of doing it by means of the fiducial temperature, so that the corrected reading can be calculated instantly.

One has seen it stated that the mercurial barometer is only for the scientist; the sailor of today has to be a scientist whether he likes the term or not, and the more he makes of the science of meteorology the better the safety and comfort of his ship and those aboard. There are many occasions when the knowledge that a blow was coming from a certain direction has saved not only discomfort but time and much structural damage. In fact unnecessary running into a gale might rightly be brought in as culpable negligence.

Motorship Gains in Suez Canal Traffic

In 1912 the first motorship to transit the Suez canal appeared at Port Said under the Danish flag. In 1913 two such ships flying the Dutch flag used the canal, and in 1914 an English ship was added to the motor fleet. Since

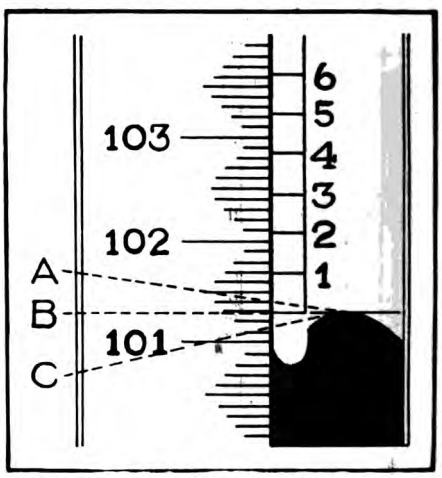

FIG. 4—CORRECT AND INCORRECT WAY TO OBTAIN BAROMETER READING

the war, the motorship has steadily gained ground, until at present six nationalities are represented by this type of ship passing through the Suez canal. The WILLIAM PENN was the first American motor ship to use the canal, Jan. 25, 1922.

The rapid increase in this type of vessel is shown in the following table:

Year	No. of ships	No. of transits	Net tonnage
1912.....	3	7	27,000
1913.....	6	18	64,000
1914.....	11	26	97,000
1919.....	23	77	347,000
1920.....	40	105	437,000
1921.....	45	108	501,000

Of the 45 ships using the canal in 1921, 15 were British, 15 Danish, 8 Dutch, 5 Swedish, and 2 Italian.

Work has started on the $28,000,000 bridge to span the Delaware river between Philadelphia and Camden, N. J.

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Activities in the Marine Field

Latest News from Ships and Shipyards

Lake Shipping Faces Vigorous Demand

BY M. L. FEISER

SETTLEMENT of the coal strike and favorable outcome of the railroad strike foretells one of the busiest autumns for the Great Lakes carriers. With only 4,500,000 tons of coal moved up the lakes by Aug. 13 and fully 20,000,000 tons still to be shipped, with a heavy grain crop to be brought down and with only 17,300,000 tons of iron ore down on Aug. 1, the closing months of the 1922 season promise unusual shipping activity.

The steel industry having been held back by the coal and rail tieups, has resulted in more blast furnaces being banked and, therefore, a lesser consumption of ore than had been anticipated. This condition likely will cause ore to take third place in the actual movement of cargo as the shipping of coal and grain unquestionably will receive first attention.

Plans for 1923 and 1924 continue to develop as the season wanes. The Detroit & Cleveland Navigation Co. has placed a provisional contract with the American Shipbuilding Co. for two passenger steamers. Plans for turbine driven screw propulsion have been abandoned and decision made to utilize the standard paddle wheel method prevailing on lake passenger boats. In addition, the Cleveland-Buffalo Transit Co. is discussing plans for a large passenger vessel for its lake service.

In the cargo line, the Interlake Steamship Co. has ordered one 600-foot freighter from the American Shipbuilding Co. Henry Penton, naval architect, is designing two 2000-ton ships for the Minnesota-Atlantic Transit Co. to operate on the Great Lakes and through the New York canals. These are to be electrically driven, the first of this type on the lakes. Also, another 600-foot freighter is said to be contemplated. Two vessels placed this year were launched in August, one the self-unloader for the Rockport Steamship Co., built at Manitowoc, and the other the Mathews Steamship Co.'s cargo carrier built at Port Arthur.

* * *

Fire damaged the steamer MAPLEHURST at Montreal early in August and she remained there for repairs.

* * *

The schooner J. L. CRANE, 548 gross tons, built in 1881, has been bought by O. W. Blodgett, of Bay City and Duluth, from the White Gratwick & Mitchell Steamship Co., North Tonawanda. She is 186 feet long and 32 feet beam and suitable for the lumber and salt trade.

* * *

Capt. Edward J. Martin, 55 years old, was found dead at Milwaukee recently, believed to be the victim of foul play. He was in command of the steamer F. D. UNDERWOOD and had gone ashore shortly before his body was discovered. He had sailed ships for the old Anchor line and once was in command of the passenger steamer JUNIATA.

* * *

At the recent annual meeting of stockholders of the Kelley Island Docks & Steamship Co., all directors were re-elected and they in turn re-elected President John Cameron and other officers.

* * *

The first priority order received in the Kentucky coal fields during the coal and railroad strikes was for the shipment of 530 cars of coal to bunker lake steamers. The order was in favor of the Ore & Coal exchange, Cleveland.

* * *

The United States lake survey reports the monthly mean stages of the Great Lakes for the month of July, 1922, as follows:

Lakes	Feet above mean sea level	
	June	July
Superior	602.20	602.49
Michigan-Huron	580.54	580.67
St. Clair	575.46	575.42
Erie	572.91	572.76
Ontario	246.75	246.92

Lake Superior is 0.29 foot higher than last month, 0.10 foot lower than a year ago, with 0.14 foot below the average stage of July of the last 10 years. Lakes Michigan and Huron are 0.13 foot higher than last month, 0.23 foot higher than a year ago and 0.35 foot below the average stage of July of the last 10 years. Lake Erie is 0.15 foot lower than last month, 0.14 foot lower than a year ago, and 0.20 foot below the average stage of July of the last 10 years. Lake Ontario is 0.17 foot higher than last month, 0.55 foot higher than a year ago, and 0.04 foot above the average stage of July of the last 10 years.

* * *

Boland & Cornelius recently bought four steel steamers from the Buffalo Steamship Co. These boats are the F. H. GOODYEAR, W. C. AGNEW, HUGH KENNEDY and S. M. CLEMENT. The boats are of 12,000, 10,400, 10,000 and 8500 tons capacity respectively. These boats add 41,000 tons to the Boland & Cornelius fleet which now has 17 steamers of 145,000 tons. This makes the company the sixth largest vessel operator on the Great Lakes. The vessels have been operated by the Mitchell interests of Cleveland, carrying ore for Rogers, Brown & Co.

* * *

Early in August the steel steamer JOHN A. KLING was launched at the yard of the Manitowoc Shipbuilding Corp. Mrs. Peter Reiss was the sponsor. The vessel is for the Rockport Steamship Co., Cleveland, of which Peter Reiss, of Sheboygan, is president.

* * *

The merchant marine committee of the Cleveland chamber of commerce in a report urges repeal of many of the personnel and lifesaving equipment provisions of the La Follette seamen's act as far as application to the Great Lakes is concerned. Lake shipping is handicapped by the law, the report says. Members of the committee signing the report are H. A. Kelley, marine attorney; Robert P. Abbey, marine attorney; J. S. Ashley of M. A. Hanna & Co.; F. J. Hemler of the Upson-Walton Co.; Frederick L. Leckie, marine attorney; T. F. Newman, Cleveland & Buffalo Transit Co.; John A. Penton, publisher of MARINE REVIEW; H. S. Pickands, Pickands, Mather & Co., and A. G. Smith of the American Shipbuilding Co.

* * *

Capt. George E. King, 72 years old, for more than 20 years with the Great Lakes Towing Co., died recently at Sault Ste. Marie. His last command was the tug SABEN. He was employed by the Pittsburgh Steamship Co. for two years as dispatcher at the Soo.

* * *

Lieut. B. F. Jenkins, U. S. N., has been in charge of the hydrographic office at Cleveland, succeeding Lieut. Com. B. Y. Rhodes, who had been in charge for two years.

* * *

Navigators have received notice that Strawberry island cut buoys 7, 9, 10, 11 and 13 in Tonawanda channel, Niagara river, are either submerged or missing and will be replaced.

* * *

An advance of $15 a month for all employes below the grade of licensed officers has been voted by the executive committee of the Lake Carriers' association. The new schedule, effective Sept. 1, is as follows:

	Per month
Chief cooks—	
Vessels over 4000 gross tons....	$140
Vessels under 4000 gross tons....	125
Boatswain	110
Deck engineers	110
Wheelsmen-lookoutsmen	95
Deck watch	80
Ordinary seamen	70
Firemen, oilers, water tenders.....	95
Coal passers	65
Second cooks	80
Porters	65
Mates on barges of the smaller class	95

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Donkeymen	95
Mates on tow barges of the larger class	115
Able-bodied seamen on tow barges.	95
Engineers on tow barges carrying towing machines	115
Cooks on tow barges	95

* * *

The Great Lakes Transportation Co. Ltd., has offered an issue of $1,000,000 first mortgage 7 per cent bonds. The company owns 3,000,000-bushel grain elevator and a coal dock at Midland, Ont. Vessel property behind the mortgage has a deadweight tonnage of 48,000 with a value of $4,000,000. James Playfair is president and managing director of the company. Other directors are James Richardson, Kingston, Ont.; W. J. Sheppard, Waubeshene, Ont.; James M. Paisley, Cleveland; D. L. White Jr. and D. S. Pratt, Midland.

* * *

The fall term of the three months course in refrigeration engineering at the Siebel Institute of Technology, Chicago, will start Sept. 12. This course, which was temporarily suspended during the war, has been augmented. The institute is said to be the only school in the United States that offers to those interested in the subject of refrigeration engineering an opportunity to obtain a thorough scientific training in so short a time.

Along the Atlantic Bays

AT LEAST three of the British coal cargoes known to be enroute for this country are destined for Baltimore. Local coal dealers there are exhibiting interest in the movement and it is believed that the port has ample unloading facilities for bulk cargo discharge.

* * *

The Baltimore Steamship Co. has purchased two vessels from the shipping board for operation from Baltimore. The vessels are the MAJOR WHEELER and GOVERNOR JOHN LIND, each of 5000 tons deadweight and rated at 11½ knots. The Baltimore Steamship Co. has been operating both ships for some months on bareboat charter. They will be continued in the Porto Rico run.

* * *

New steamship lines at Baltimore include a Furness Withy service to Leith and Dundee and one to Plymouth, Cardiff, Swansea and Newport by the same company. The Export Transportation Co. has a new service to Dundee in conjunction with its Leith and Hull runs.

* * *

The first vessel of the Elder Steel Steamship Co.'s Pacific coast service from Baltimore cleared on July 28. The Terminal Shipping Co. is local agent.

* * *

Effective Aug. 1, the Pacific Mail Steamship Co. augmented its Baltimore-Pacific coast service by the addition of four vessels, each of 10,000 tons deadweight. Norton Lilly & Co. are now local agents.

* * *

The Garland Steamship Co. will enter the intercoastal trade between Baltimore and the Pacific coast with four steamers, two clearing monthly. It is stated that the New York, Baltimore, Pacific coast service will begin as soon as the present rate war has been settled.

* * *

Arrivals at Baltimore in July were 198, an increase of 20 over June. American flag vessels totaled 122, an increase of five over the previous month. Great Britain had 30, and Norway 20.

* * *

The United American Lines has now taken offices in the Maryland Casualty building and will combine supervision of its German service with the new service of the American Hawaiian line, with which they have just entered the port. Service on the latter line is fortnightly commencing with the steamer GEORGIAN on Aug. 19. John Sonderman is Baltimore agent.

* * *

The steamer STATE OF MARYLAND was launched on July 25 for the Baltimore Steam Packet Co. The vessel has five decks, is 330 feet long and 58 feet beam. Launching of the sister ship, STATE OF VIRGINIA, will take place shortly. Both will be placed in the Baltimore-Norfolk service next fall.

* * *

It has been reported that the Isthmian Steamship line will inaugurate a new freight service from Baltimore to the Far East.

* * *

Baltimore imports of coffee, sugar, wood-pulp and ore are increasing to an appreciable extent.

* * *

The Baltimore & Caroline Steamship Co., of Baltimore, has bought the steamer TIPTON from the shipping board. The ship will be reconditioned to accommodate 200 passengers. She is 2648 tons gross and 300 feet long.

* * *

The shipping board has leased to the Merchants' Warehouse Co., Philadelphia, the army supply base or quartermaster's terminal at South Philadelphia. This move is planned to be of great benefit to the flour industry of the country, since it is proposed to make this terminal a concentration point for export flour. The flour will be stored in the warehouse at this point and will be distributed from there to all Atlantic ports as required. One of the reasons for making Philadelphia a central point for flour distribution is due to the fact that it enjoys storage in transit privileges which are not enjoyed by other cities on the Atlantic seaboard. It is estimated that delivery of European flour can be made weeks quicker than is possible from present flour storage points in the interior. In addition to flour, the base will handle general cargo.

* * *

Regular general cargo service out of Norfolk, Va., to Antwerp and Havre was started by the Roosevelt Steamship line on Aug. 20 with the sailing of the steamer KEY WEST. The ALASKA will follow on Sept. 15. Three-week service will be maintained, the vessels calling also at Baltimore and Philadelphia.

* * *

Intercoastal service of the United American lines, managing agents for the American-Hawaiian Steamship Co., between North Atlantic and Pacific ports, has just been extended to include Baltimore, while a new service has been opened between Mobile and New Orleans and the Pacific coast. Fortnightly service from Baltimore began Aug. 19 with the sailing of the steamer GEORGIAN. The gulf service, which will be monthly, began Aug. 19 with the sailing from Mobile of the steamer SUDBURY. Weekly service has been maintained from New York, Boston and Philadelphia to the Pacific coast. The extension of service just made brings nine additional steamers into the company's intercoastal service.

On Californian Shores

THE Moore Shipbuilding Co. has protested its assessment by Oakland, Cal., and has asked a reduction of approximately $300,000 on the grounds that business has declined, and much of the plant has been discontinued. The present assessment is $1,182,550, including $630,300 for improvements, $522,250 for machinery, and $30,000 for leasehold. The Moore interests claim that this war time valuation of the industry is unjust and does not represent the real value at present.

* * *

The final conference which is hoped to bring to an end the rate war on the Pacific between the eight San Francisco steamship companies maintaining service between the California port and the Orient, and the steamship companies of the northwest Pacific, was held in San Francisco the middle of August. The conference studied an agreement adopted by the companies in the northwest. The results of this conference, provided it brings about a settlement of the situation, will, probably not be announced until some date early in September.

* * *

J. G. Stubbs, of the Javo-Pacific line, represented the San Francisco conference at the transpacific rate discussion in Seattle at the end of July.

* * *

The Luckenbach Steamship Co.'s liner, HARRY LUCKENBACH, is being repaired for damages sustained in a collision with the steamer HENRY T. SCOTT, off the Washington coast recently. The run followed by his steamer has been taken

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by the former German steamer POZNAN, now the PAUL LUCKENBACH.

* * *

The driving of 19.5 miles of piling for the foundation of the new Matson Navigation Co.'s building at Market and Main streets, San Francisco, has been completed.

* * *

The steamer TAHITI, off Raratonga, spoke by radio with the Bolinas station of the Radio corporation, a distance of 4300 miles.

* * *

The Matson Navigation Co. announces the names of the three new "lake" type vessels recently purchased from the shipping board, as MAHUKONA, MAKAWELI and MAKENA. They were, respectively, the COVERN, COWEE, and COWBOY .

* * *

The Mitsui Co. of Japan, since Aug. 1, has handled its business in Seattle through a direct branch office, its agency contract with James Griffin & Sons having terminated.

* * *

The Matson Navigation Co.'s steamer MATSONIA, while enroute from Honolulu to Hilo, talked by radiophone direct to the offices of the Radio Corp. of America in San Francisco, early in August. The distance is 2015 miles.

* * *

Company colors of the Mexican States line have been changed from white hull with green trimmings to battleship gray hull with red trimmings and white superstructure. The first vessels to be thus changed are the COLIMA and the NAYARIT, which were repainted in San Francisco. As the four other vessels of the fleet reach that port, they, also, will undergo similar change of color.

* * *

T. V. O'Connor, chairman, and a special committee appointed by the shipping board to investigate rates on stevedoring in Pacific coast ports, held a hearing in San Francisco beginning Aug. 8. Rate reductions in stevedoring on the Pacific coast amount to 25 per cent, while those on the Gulf of Mexico coast are only 12 to 15 per cent, according to officials of the Pacific Steamship association.

* * *

The Pacific Mail and Pacific Steamship companies have presented a demand to the shipping board for $15,000 per steamer per year in addition to the compensation already received by them for operating government-owned vessels, according to advices reaching San Francisco from Washington. The Pacific Mail is operating three 535--foot liners from San Francisco to the Orient, with two more coming for that service; the Pacific Steamship company is operating four 535-foot steamers out of Seattle in the Oriental trade. Both companies claim that they can not maintain the Far East agencies now operated by them under the present scale of compensation.

* * *

Libel for $306,850 has been filed against the steamer HARRY LUCKENBACH by the owners of the steamer HENRY T. SCOTT, sunk in collision with the Luckenbach vessel, in the Straits of San Juan de Fuca, on July 16. The complaint alleges negligence in failing to have a lookout posted on the HARRY LUCKENBACH, and also that the vessel failed to slow-up in the fog. Four lives were lost on the SCOTT when she sank.

In the North Atlantic

IN the past year, New York shipping companies, drydock owners and oil and industrial firms have combined to end oil pollution in the harbor, according to findings made by a committee of the port. According to Eugene F. Moran, president of the Moran Towing & Transportation Co., chairman of the committee, a year ago refuse oil was carelessly dumped into the harbor so that the water and pilings were covered. He now finds conditions 75 to 80 per cent satisfactory.

* * *

The Red Cross line has put into service the steamer SYLVIA, purchased from Russian owners, to replace the STEPHANO, the first passenger steamer torpedoed on this side of the Atlantic during the war. The SYLVIA is 337 feet long, registers 5000 tons and has accommodations for 150 first and 50 second class passengers. Her speed is 16 knots. She will run opposite the ROSALIND in a weekly service from New York to Halifax and St. Johns.

* * *

The A. K. Wood Lumber Co., San Francisco, has purchased a lake type steamer from the shipping board and is negotiating for two more, all to be used on the Pacific coast. The purchased steamer is being reconditioned by the Staten Island Shipbuilding Co.

* * *

Satisfactory tests were held late in July of the New York city fireboat THOMAS WILLETT. New turbines and pumps had just been installed at the Clinton plant of the Todd Shipyards Corp.

* * *

The Transmarine Corp., Newark, N. J., has opened a regular service between Port Newark, N. J., and Pensacola, Fla., with the sailing of the steamer SUNEWCO on Aug. 8. She left Pensacola on Aug. 20.

* * *

The liner POCAHONTAS has been sold by the shipping board to Edwin H. Duff, a Washington attorney, who is thought to have acted for foreign buyers.

This vessel, ex-German PRINCESS IRENE, left New York for Naples in the spring of 1921. She became involved in the difficulties of the United States Mail Steamship Co. and the shipping board was forced to pay off heavy libels to release the liner at Naples. She put into Gibraltar in a disabled condition in September, 1921. Repairs were never made as the expense was considered prohibitive when set off against the value of the ship. The crippled liner, which is said to have brought less than $100,000, is expected to wind up ultimately in the possession of a German company.

* * *

The Luckenbach Steamship Co., New York, has renamed recently purchased steamers. The changes are: EDELLYN to DOROTHY LUCKENBACH; SOUTH BEND to J. L. LUCKENBACH; MARCIA to LILIAN LUCKENBACH and POZNAN to PAUL LUCKENBACH.

* * *

The Port Elizabeth Navigation Corp., 67 Wall street, New York, has confessed judgment for $135,200 to the Commonwealth Trust Co., Pittsburgh, as trustee, the amount due on an issue of first mortgage 7 per cent sinking fund gold bonds, secured by a mortgage on the schooner BETSY ROSS.

* * *

The Atlantic Transport line will resume its New York-London passenger service in February or March of next year. This line, a branch of the International Mercantile Marine Co., will start with two ships now under construction at Belfast, Ireland. These are the MINNEWASKA and the MINNETONKA. Two more ships are to be built for this service. These ships duplicate similar vessels which were especial targets for German submarines during the war. They are 600 feet long, register 21,000 gross tons and are oil burners. They carry 320 first class passengers and approximately 17,000 tons of cargo. The MINNEKAHDA, a sister ship now under the American flag, will continue in the Hamburg service. Direct passenger service to London is now being given by five American vessels under the United States lines, PRESIDENT POLK, PRESIDENT VAN BUREN, PRESIDENT MONROE, PRESIDENT ADAMS, PRESIDENT GARFIELD.

* * *

Renamed SILVER BIRCH, the steamer STONEWALL will be used by her new owner, the St. Helens Steamship Co. Ltd., Cardiff, Wales, in the American-Levant trade. The Cunard line will act as loading agent. The steamer was purchased from the Garland Steamship Co.

* * *

The Munson Steamship Co. has purchased the 4100-ton steel steamers COVEDALE and COURTOIS from the shipping board announced that the sale of two 4800-ton type steamers is nearly completed.

* * *

The Atlantic, Gulf & West Indies Steamship line, holding company for the New York & Porto Rico Steamship Co., has purchased from the shipping board the ex-German passenger steamer PORTO RICO, formerly PRINZ JOACHIM and also MOCCASIN. She has been used by the Porto Rico company for more than a year under bareboat charter. Reconditioned by the board, this vessel was the first ship to run in the New York-South American service established by the board. She registers 4031 tons.

* * *

Navigation officers of steamers in the Boston-South Atlantic route are seeking to have the Vineyard Sound lightship moved two miles southward. Their efforts have just been approved by the committee

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on navigation and maritime legislation of the Marine association of the Boston chamber of commerce. Navigators in the New York-Boston service oppose the change, stating that they would be obliged to go two miles off their present course in foggy weather.

* * *

Coming from Hamburg, the Norwegian steamer SVERRE and the Danish steamer GUDRUM MAERSK have just brought to Boston the first full cargoes of German potash received since the war.

* * *

What was probably the initial sailing in a regular service from Boston to Liverpool was that of the steamer WESTLAKE of the Export Transportation Co., Inc., of which the North Atlantic & Western Steamship Co. is Boston agents.

* * *

Inaugurating a new direct Boston-Liverpool service of the Furness-Withy Co., the steamer PARISIANA sailed from Boston recently.

* * *

Having made satisfactory arrangements with the Italian authorities regarding passengers, the White Star Line announces the resumption of its passenger and freight service between Boston, the Azores, Naples and Genoa.

* * *

The fifteenth annual convention of the Atlantic Deeper Waterways association will be held in Portland, Me., Sept. 12 to 15.

* * *

After nearly 50 years service in laying cables, the cable ship FARADAY, will soon go to the scrap heap. The FARADAY was built in 1874 and recently laid a new cable for an American company from Cuba to Porto Rico.

* * *

C. H. Sprague & Son, Boston, agents for the new Kerr Line service from Boston to Hamburg and Bremen, announce the first sailing will be with the CHAPPAQUA.

* * *

It is reported that an agreement has been reached between the shipping companies and shippers at Cairo, Egypt, whereby cotton will be carried to the United States at 35 shillings a ton and to the United Kingdom at 25 shillings.

* * *

What is thought to be the record for a steamer from New York to San Francisco was recently made by the Admiral line steamer H. F. ALEXANDER. The elapsed time was 12 days, 3 hours, 53 minutes, which included 24 hours at Balboa and 12 hours at Havana. Her average speed was 20.66 knots.

* * *

A sailing that may develop into a regular service from Boston to the Mediterranean ports of Genoa, Leghorn, Naples, Palermo and Messina has been started by the Norwegian steamer THORDIS. The Lloyd-Italo-American Steamship Co., Inc., A. C. Lombard's Sons, agents, have secured the steamer.

* * *

It is understood that the Coastwise Transportation Co., Boston, is negotiating for the purchase of the two steamers, PLYMOUTH and TIDEWATER, each 5266 tons, to operate in the coal trade between Chesapeake Bay ports and Boston.

* * *

Capt. Asa Davison, marine manager for the United Fruit Co., who has recently returned from Europe, announces that he has placed contracts for the building three modern passenger and freight ships for the company's trade between Boston and the tropics. The ships will be equipped with four diesel electric electric engines developing 750 horsepower each, and will be built by Cammell, Laird & Co., at Birkenhead, England.

* * *

The VON STEUBEN, BARBAROSSA and about nine other small passenger and freight ships, that formerly belonged to Germany, will be scrapped, it was announced recently by E. P. Farley as vice president of the Emergency Fleet corporation.

* * *

The financing in the London market of the Sea Sled Co. of Canada, which was announced recently, will probably mean the operation of the American plant located in Mystic, Conn., on a larger scale, according to officials of the company. The company's plant at Mystic is now producing five boats a day. Henry B. Plant, son of the late Commodore Morton F. Plant, is a director of the company.

* * *

Boston's candy industry will be materially aided by direct shipments of cocoa beans, through the new Boston-Caribbean Steamship Co. service. A saving in the cost of shipping the 300,000,000 pounds of cocoa beans, which are received in New York each year, stored and eventually shipped to Boston, will be effected by the new plan.

* * *

Announcement was made recently by the Eastern Steamship Lines, Inc., that the two freight steamers to be built for the company by the Bethlehem Shipbuilding Corp., for service between Boston and New York, will cost together $575,000. The vessels are to be ready for delivery next January.

* * *

An important addition to the transatlantic services operating from Boston to Europe is the Consulich line, which announces a definite schedule, with the sailing of the steamship PRESIDENT WILSON, 13,000 tons

* * *

The torpedo boat destroyer BROOKS which is being used by the navy department for a series of standardization trials to test the effect of various displacements on speed and horsepower, was given her second trial recently at Rockland, Me., with a load of 1530 tons. The maximum speed was 32.80 knots.

* * *

Statistic compiled by the customs officials show a marked increase in the commerce of the port of Boston, as measured by the arrivals from foreign countries. For the first seven months of this year, 659 steamers and 164 schooners arrived at Boston, compared 547 steamers and 181 schooners for the same period last year. It is generally recognized that the activities of the maritime association of the chamber of commerce is largely responsible for this increase in the business of the port.

Along the Gulf Coast

THAT the business of a steamship agent is local and subject to local taxation and regulation is the interpretation of the decision of the Louisiana supreme court in July that the Texas Transport & Terminal Co. would have to pay $400 license taxes to the city of New Orleans. The company relied on the clause of Section 8 of the United States constitution giving congress authority over foreign and interstate commerce. "The tax imposed upon the local business of the steamship agents," said the court, "is not an immediate burden upon the interstate or foreign commerce of the steamship lines, but affects it incidentally or remotely if at all."

* * *

The SEVERNMEDE of the Mede line of Newcastle, England, the first ship in a monthly service between New Orleans, Hull, Leeds and Newcastle, cleared from New Orleans recently with 7000 tons of miscellaneous merchandise. Harry Schultz is general agent at New Orleans.

* * *

Purchase by the Illinois Central railroad of the small Louisiana Southern railroad, which runs from New Orleans to Shell Beach on Lake Borgne, is reported to be the Illinois Central's first move toward control of a wholly private rail and water terminal. A canal 10 to 12 miles to Breton sound or a channel through Lake Borgne and Mississippi sound would give access to the deep water of the Gulf of Mexico. The Illinois Central now uses approximately 900 feet of harbor front at New Orleans, equipped with docks, sheds and grain elevators, but this may be taken by the port commission at any time the commission is willing to pay the value of the improvements.

* * *

Tugs that left New York on June 3 with the 10,000-ton drydock for the Todd Shipyard Corp. at Mobile completed the tow, which was in four sections, on Aug. 5.

* * *

Arturo M. Elias, consul of Mexico at New Orleans, announces that dredging the bar off the mouth of the Grijalva river will soon open Frontera, Tabasco, Mexico, to deep draft vessels. The Grijalva and its larger tributaries will permit vessels to go a considerable distance into the state of Tabasco.

* * *

The PITTSBURGH of the White Star line will be withdrawn from the run between Boston, Philadelphia and Liverpool in October and in November will go

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into a run between New Orleans and Bremen. The White Star line will take the CANOPIC from the run between Montreal and Liverpool and put her between New Orleans and Germany in December. The PITTSBURGH is a 16,000-ton liner with accommodations for 600 cabin and 1700 steerage passengers. The CANOPIC is a 12,000-ton ship that carries 380 in the cabins and 900 in the steerage.

* * *

The committee of 100 citizens organized in New Orleans to secure better protection from high water in the Mississippi is considering the practicability of keeping the "Poydras crevasse" permanently open as a spillway during periods of high water. When the levee there broke in May, just as New Orleans was threatened with flooded streets for the first time, the water fell two feet at the city docks.

* * *

The Southern Pacific's Morgan line has secured the Arsenal wharf at Havana for its New Orleans-Havana service, which it operated before and has been operating ever since the civil war. The line has not had a wharf of its own at Havana though it has had such accommodations at New Orleans more than 40 years.

* * *

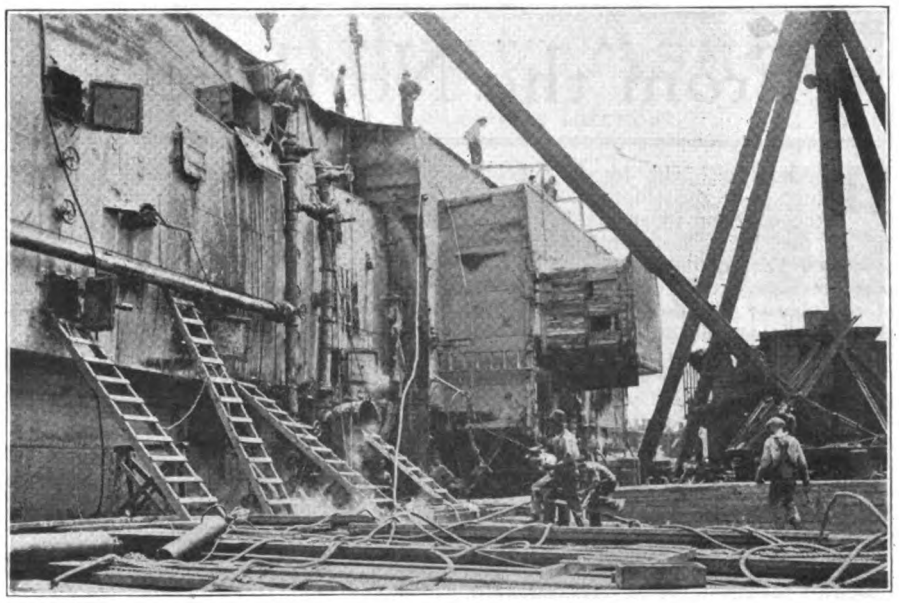
As immediate results of the coal strike and the strike of railroad shopmen, 19 shipping board vessels in the total of 46 given over to coal imports, have been diverted from runs between British and gulf ports to carry coal to Atlantic ports; mechanics on strike are to some extent getting and to a greater extent seeking jobs as members of crews; imports at New Orleans have visibly fallen off and dock laborers are short of work. The port commission at New Orleans has advised the authorities at Washington that the $1,500,000 public coal tipple lately put into operation furnishes the fastest and most economical unloading facilities in this section. The ocean rate on grain, already weak at 13 cents per hundred pounds, 7 cents under a year ago and 17 cents below 1920, is expected to slump as the coal carrying ships, many of them tramps not obligated by conference agreements, will seek return cargoes. Traffic Manager A. C. Cocke of the gulf division of the shipping board reports that 20 vessels have been made "spot" for gulf service ot replace the 19 taken for the coal movement. The Waterman Steamship Corp. has asked for two for its Mobile to British ports service to replace five taken away. Six have taken from operators at New Orleans.

* * *

The American steamship CITY OF WEATHERFORD, Lykes line, bound for New Orleans from Hull, picked up the disabled shipping board vessel FEDERAL off the Bahama islands and towed her 1200 miles to Mobile. The FEDERAL'S turbines were disabled.

* * *

Work on the municipal docks at Pensacola, Fla., will be rushed as the Trans-Marine Co., has indicated to the city authorities that it may not continue the newly established Pensacola-New York freight service unless modern docks are built. The city has acquired the land and harbor front necessary, has sufficient money on hand and is now inquiring among other operators of publicly owned harbor facilities as to their systems of business and dock charges.



STEAMER CHAGRES SETS NEW DOCKING RECORD

This vessel first threatened to founder in the Mississippi river. Tugs, hurriedly called, managed to get her docked just as she turned over on her side. About one-third of the ship extended beyond the end of the dock

* * *

G. H. Waetjen and W. E. Pine of the Lodge Navigation Co., New York, who directed the loading of the CASTLE LODGE with 1,000,000 feet of creosoted lumber out of the 4,000,000 feet bought for the Coney Island board walk, announce that their company will maintain a regular freight service between New Orleans and the north Atlantic. They are negotiating for two more steamers. The CASTLE LODGE, formerly the FREDERICK LUCKENBACH, was bought at Mobile a month ago. C. E. Fettis, New Orleans, will be the gulf agent for the Lodge company.

* * *

F. W. Cowie, consulting engineer, formerly chief engineer of the Montreal Harbor commission, and Roger Winter of the Atlanta *Journal*, inspected the port facilities at New Orleans in July and carried away a mass of detailed reports and engineering data for use in the construction of a state owned port at Savannah. A bill submitting a proposal to invest $15,000,000 to the voters will be adopted by the Georgia legislature.

* * *

Fast repair work was recently done at the Jahncke drydocks. The United Fruit Co.'s freight and passenger steamer CARTAGO had her propeller and tail shaft removed, repaired and replaced, her stern tube rebushed, her sea valves overhauled and cleaned and her exterior cleaned and painted in 21 hours. The Brazilian steamship INGA, 375 feet long, was cleaned and painted in three hours. The United Fruit Co.'s HEREDIA was thoroughly overhauled and painted in a little less than 23 hours. The competition for such work at gulf ports at present is intensively keen.

* * *

H. D. Helm, chairman of the traffic and transportation committee of the New Orleans association of commerce, is leading an attack on the shipping board's adherence to the rates fixed by the North Atlantic conference. They were originally arranged so that the gulf rates were approximately 15 per cent higher on most commodities. The rates have since fallen and the shipping board's support of the North Atlantic conference makes the difference 15 cents instead of 15 per cent.

* * *

Richard Meyer & Co., New Orleans agents of the Mede line, and T. B. Adams, president of the line, announce that a monthly service between New Orleans and Hull, Tyne river and Leith will be established in August and that this service will probably be extended later to Aberdeen and Dundee.

* * *

The United American lines, acting for the American-Hawaiian Steamship Co., started a monthly intercoastal service between Mobile and New Orleans and Pacific coast ports with the sailing Aug. 19 from Mobile of the steamer SUDBURY.

* * *

The board of engineers for rivers and harbors, through the secretary of war has forwarded a report to congress approving the recommendation of Maj. L. M. Adams, district engineer in charge of the Galveston district, in selecting Corpus Christi as the site for a safe and adequate harbor on the southwest Texas coast. The new project will extend a channel 25 feet deep, 200 feet wide at the bottom and 25 miles long from deep water at Arkansas Pass to Corpus Christi. There a turning basin 1200 feet by 3000 feet and providing wharf facilities for seven vessels will be provided. The estimated cost of the new work will be $5,051,900, of which the government will furnish $1,394,800 for dredging the channel and $150,000 annually for maintenance. Local co-operation to the extent of $3,590,000, will be necessary and must be assured before work on the project will be started.

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From the Northwest

HEARINGS held by a subcommittee of the shipping board on the question of enforcing Section 28 of the Jones merchant marine act developed the fact that north Pacific shipping men as a rule doubt the wisdom of the clause. At the conferences held during July at various Pacific ports, it was pointed out that Section 28, if enforced, would drive foreign shipping from American Pacific ports and divert it to British Columbia ports or to the all-water haul via Panama. Several well informed witnesses advised the committee that it would be better to keep Section 28 in suspension because if the pending subsidy bill is enacted that measure, it is believed, would enable the American merchant marine to hold its own without creating resentment in foreign circles as Section 28 would undoubtedly do. The shipping board commissioners expressed the opinion that they desired to get the viewpoint of the Pacific coast and in any event to take such action as will aid American ships and shippers.

* * *

With the advent of refrigerator ships on the north Pacific, increasing quantities of perishable cargoes are being booked for shipment to foreign destinations. One of the recent developments is the shipping of frozen strawberries from Seattle and Tacoma. Recently there were 11,000 barrels of frozen strawberries and raspberries in storage at Seattle awaiting shipment.

* * *

United States engineers have awarded a contract for the removal of the wreck of the steel steamer WELSH PRINCE sunk in collision in the Columbia river several weeks ago. This wreck has been a menace to navigation and the channel will be cleared as rapidly as possible. The steamer's cargo of steel and lumber has been salved and forwarded on other vessels. The WELSH PRINCE is a complete loss as the hull broke in two after sinking.

* * *

The British steamer BERMUDA arriving at Vancouver, B. C., for a cargo of lumber, was required to post a bond of $200,000 because she had aboard 400 Orientals bound for Jamaica. The bond is to be forfeited if any of the passengers escape into British Columbia.

* * *

"I am now convinced that commerce on the Pacific will supersede all military inclinations and that Japan is now ready to discontinue strife," Capt. Robert Dollar is quoted as saying following his announcement that Japan has withdrawn from Siberia, Saghalien island and Hankow, China. Captain Dollar believes that Japan intends to turn her attention to the development of foreign trade.

* * *

One of the most peculiar situations in the annals of Pacific shipping took place aboard the Australian steamer WAITEMATE when she went to Anacortes, Wash., to load box shooks for the Antipodes. Because the longshoremen at this port were on strike, the steamer's firemen refused to keep up steam. After 200 tons of cargo had been loaded, the firemen refused duty entirely and demanded that the "unfair" cargo be placed back on the wharf. An impasse resulted. The master was powerless and federal officials claimed to be helpless. Finally the vessel was towed to British Columbia where after several days of negotiation the matter was adjusted, the mutineers were restored to duty and the steamer completed her cargo for Sydney.

* * *

The new Canadian Pacific steamer EMPRESS OF AUSTRALIA, built in Scotland, has begun service between British Columbia ports and Hongkong. This vessel was built expressly for the Oriental trade.

* * *

One of the best sailing passages in recent years was recorded by the Seattle-owned schooner CAMANO, which logged 6500 milles from Tocopilla, Chile, to Honolulu, in 30 days and 12 hours. Following this, the CAMANO showed continued speed by making Port Townsend, Wash., from Honolulu in 28 days.

* * *

Five sailing ships from Honolulu, three from San Francisco and two from Shanghai recently reached Seattle to load lumber. The presence of this fleet of sailors in Puget sound ports is a condition not duplicated for several years. The barkentines from Shanghai, the ALICIA HAVISIDE, and the ANNE COMYN, are former shipping board wooden hulls converted into barkentines. They have made several smart passages since being commissioned under canvas.

* * *

Since the steamship H. F. ALEXANDER, the fastest vessel in coastwise service, reached Seattle, the Pacific Steamship company, has inaugurated a schedule from Puget sound to California of three sailings a week, every Tuesday, Wednesday and Friday. Leaving Seattle Tuesday afternoon at 5 o'clock, the H. F. ALEXANDER will arrive in San Francisco early Thursday morning and will get back to Seattle the next Monday, after having made a trip to Los Angeles. The new schedule calls for the sailing of the H. F. ALEXANDER every Tuesday afternoon; the sailing of the RUTH ALEXANDER and the PRESIDENT every alternate Saturday night, and the sailing of the ADMIRAL SCHLEY and ADMIRAL DEWEY every alternate Wednesday.

* * *

The foreign commerce of the Washington customs district for the past year showed Japan, 45 per cent of exports and imports; China, Kwan-Tung and Hongkong, 14 per cent; all other Asia, 5 per cent; Canada, 17 per cent; Philippines, 6 per cent; United Kingdom, 4 per cent; Central and South America, 4 per cent; all other countries 5 per cent.

* * *

Because of increasing business, the Pacific-Caribbean Gulf lines, represented at Seattle by A. M. Gillespie, Inc., has added another vessel to the fleet which it operates in the service between Seattle and other Pacific coast ports and gulf ports. This will give the company a total of nine steamships in the route. A year ago it had five.

* * *

Totaling 200,000 gallons, the first solid trainload of China wood oil has passed through Seattle. The shipment was brought through by Paterson, Boardman & Knapp, New York importers, who have been handling China wood oil importations in barrels via the Panama canal route and the New York gateway. The shipment was brought across the Pacific on the PRESIDENT GRANT, one of the big shipping board liners, operated by the Admiral line. The wood oil was pumped direct from the ship's deep tanks into 22 tank cars in 9 hours.

* * *

Placing Seattle on a parity with San Francisco and Vancouver, B. C., in the competition for the large semiannual movement of Chinese laborers between Hongkong and Havana, Cuba, via coast ports, the Admiral line, northern transcontinental railroads and the Ward line, New York, have completed arrangements to establish a through steerage fare between the Orient and Havana. The movement approximates 10,000 persons, going from Hongkong to Cuba in the late winter months and returning to China in the late summer.

* * *

To speed up handling of transpacific mails, Col. Paul Henderson, second assistant postmaster general has authorized placing of a sorting mail clerk on the five fast government passenger boats operated by the Admiral line. These clerks will sort the mail for cities in the Orient on the outbound trip and for American cities on the inbound trip so that it can get aboard train immediately after the arrival of the ship.

* * *

Completing her 158th voyage across the Pacific, the Canadian Pacific liner EMPRESS OF JAPAN has arrived at Vancouver B. C. The vessel is now idle, having been withdrawn from the Oriental route, in favor of the new steamer EMPRESS OF AUSTRALIA. For years, the EMPRESS OF JAPAN was the speed queen of the north Pacific.

* * *

Reports from Bristol bay indicate that the salmon pack this season will be considerably larger than expected. The Alaska herring industry is also making a good showing, the season's first shipment of 4000 barrels arriving recently at Seattle

* * *

The 4-mast wood schooner KING CYRUS for many years actively identified with the north Pacific lumber trade, was wrecked at the entrance to Grays Harbor, July 20.

* * *

Because of increasing offerings of cargo and the withdrawal of tramp tonnage, Portland, Oreg., shipping interests have been allowed two additional steel freighters by the shipping board. They will operate to the Orient.

* * *

Establishing a new water record between Seattle and San Francisco, the steamer H. F. ALEXANDER (ex GREAT NORTHERN) recently made the distance in 38 hours 25 minutes.

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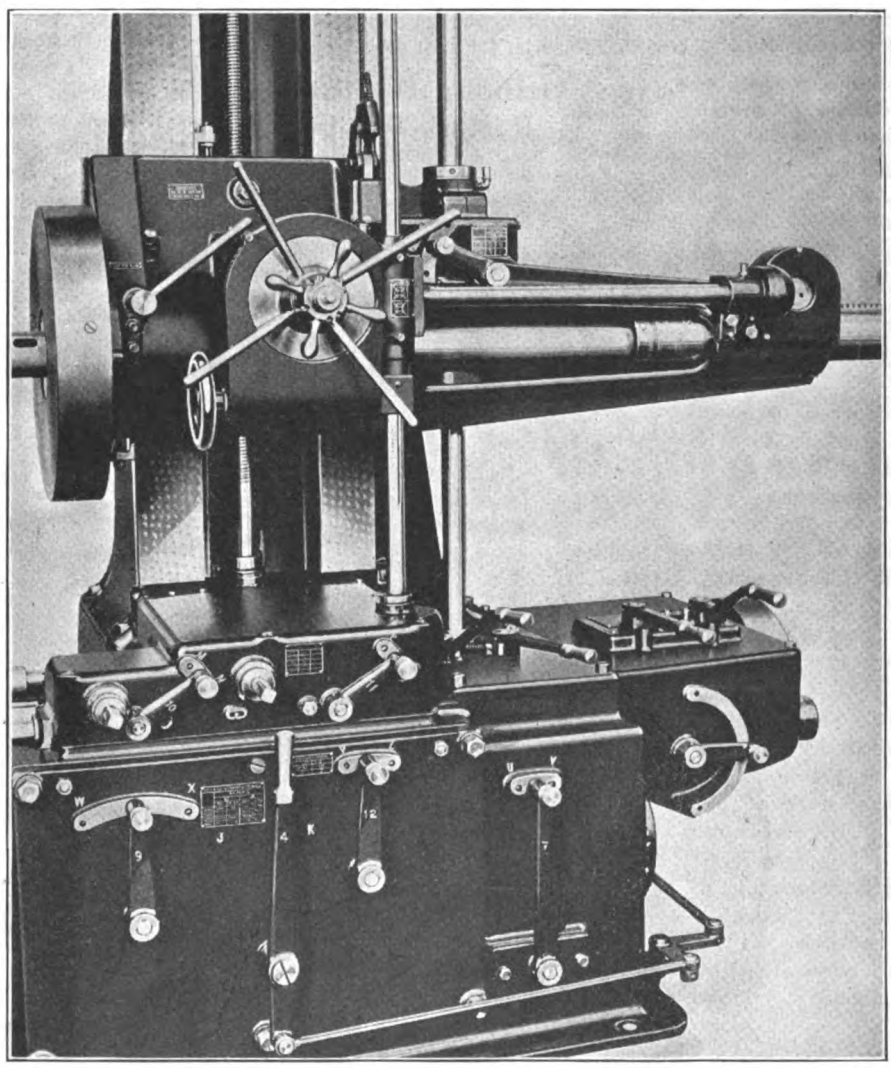
Equipment Used Afloat, Ashore

Boring, Drilling, Milling Machine—Grinders—Collapsible Lifeboat

BUILT for use in marine construction shops, including engine building, as well as in tool rooms of other industries, a new table type horizontal boring, drilling and milling machine has been developed by the Pawling & Harnischfeger Co., Milwaukee. Use of square lock, narrow guides, coupled with scraped sliding fits, has made possible, according to the announcement of the new machine, tests which show a surface 22 inches square milled within 0.001 inch of flat, measured with straight edge.

Features of the machine are the narrow guiding surfaces; all sliding parts which take-up for wear; saddle fully counter balanced with counterweight inside of column; centralized control; interchangeable externally and internally driven face plates; and automatic stops for both the saddle and platen. Operating levers and hand wheels are within easy reach of the operator and conveniently arranged for control by the operator, without moving from his position. All levers are interlocking. The spindle carrying saddle is of box section. All drive gearing and shaft bearings are phosphor bronze bushed and the main spindle sleeve bushing is phosphor bronze, scraped to a slight taper for readily taking up wear of spindle driving sleeve. The saddle is guided upon the column by a narrow guide placed at the front nearest the cutting pressure. The adjustment for wear is made by two steel taper gibs. The screw for feeding is placed near the guide. The saddle is raised or lowered on the column either by hand wheel, power feed, or quick traverse. The column is of heavy box section construction and is tongued and grooved to the bed which is a heavy box section casting, well-ribbed and containing chutes for quick removal of cutting. It is cast in one piece and contains the feeding mechanism, feed distributing mechanism and the rapid traverse. The platen table also is a box shape casting, unusually heavy and is scraped to the bed with a narrow guide and taper gibs. It contains the feed mechanism for the platen, which has a deep section and unusually heavy top section. It contains numerous "T" slots and can be made suitable for the use of a cutting compound. It is equipped with an automatic feed trip. It is scraped to its table with a narrow guide and steel taper gibs.

The spindle is a high carbon hammered alloy steel forging, ground to a sliding fit in its driving sleeve. The power is applied at the front end and the feed at the rear end through a rack and pinion. This construction provides the spindle with large bearings, front and rear equally spaced at any point of its travel. The spindle is moved through its changes of feed by spur gears and positive clutches, actuated through a frictional worm wheel. The front end is bored for Morse taper and contains the slots for driving milling cutters and boring bars. The drive is delivered to the spindle through a small plate with a wide face, coarse pitch gear or a larger face plate with internal gear and tapped holes for the attachment of milling cutters and facing heads. The spindle driving sleeve is semisteel and is ground to a taper fit in its bushings to compensate for wear. It contains adjustable bronze taper shoes for taking up wear due to the sliding of the spindle in the sleeve. The driving pulley is 14 inches in diameter for 3-inch belt, making 350 revolution per minute, giving 16 spindle speeds, ranging from 14.5 to 225 revolutions per minute with small face plate, and 8.7 to 136 revolutions per minute with large face plate. Power is transmitted by a belt direct from the line shaft to a pulley on the machine itself, thus eliminating the countershaft and overhead belts. For a motor driven machine, a 5-horsepower constant speed motor is recommended, with speed about 1200 to 1400 revolutions per minute. Eight geared feeds are provided, ranging from 0.005 to 0.288 inch per revolution



HORIZONTAL BORING, DRILLING AND MILLING MACHINE SHOWING HOW OPERATING LEVERS ARE CONCENTRATED

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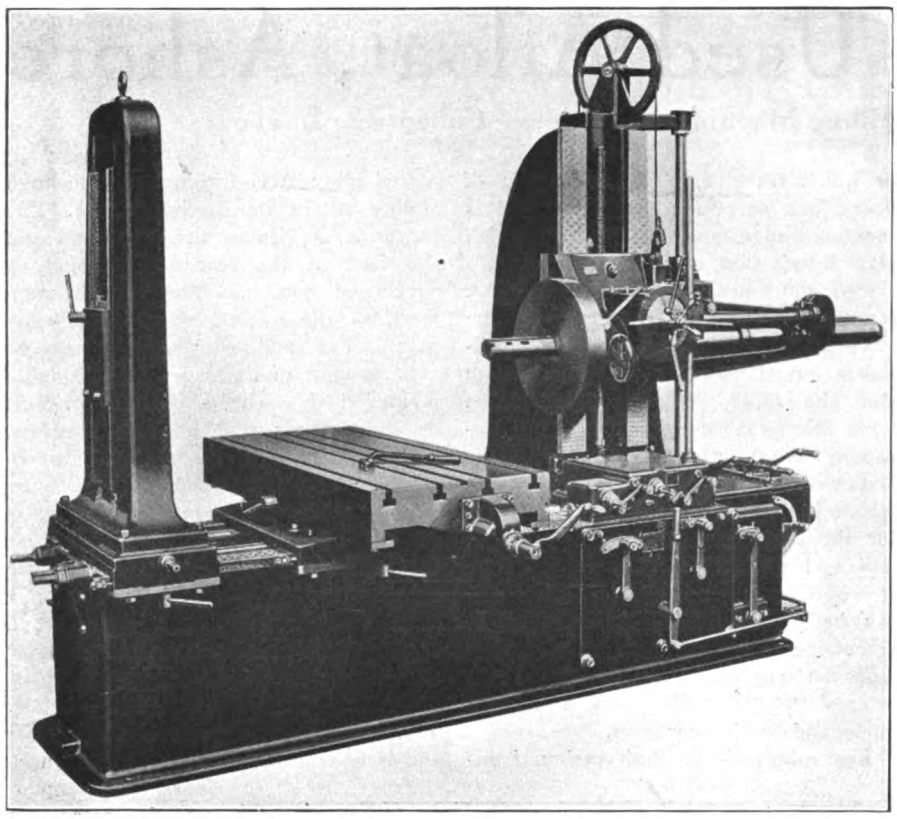


LARGE FACE PLATE ON BORING DRILLING AND MILLING MACHINE

of spindle for boring, and from 0.0084 to 0.44 inch per revolution of spindle for milling when using small face plate. By using the large face plate the feeds range from 0.008 to 0.48 inch per revolution of spindle for boring and 0.013 to 0.73 inch per revolution of spindle for milling. The rate of feed is the same for every part to which it is applied and not more than one feed can be engaged at the same time.

The boring bar support is of liberal design and can be removed from its base without disturbing any of its mechanism. Helical gearing is used between its screw and the saddle screw so as to have a minimum amount of back lash. A thread chasing attachment can be furnished to cut threads, varying from 2 to 16 per inch and to any length within the capacity of the machine.

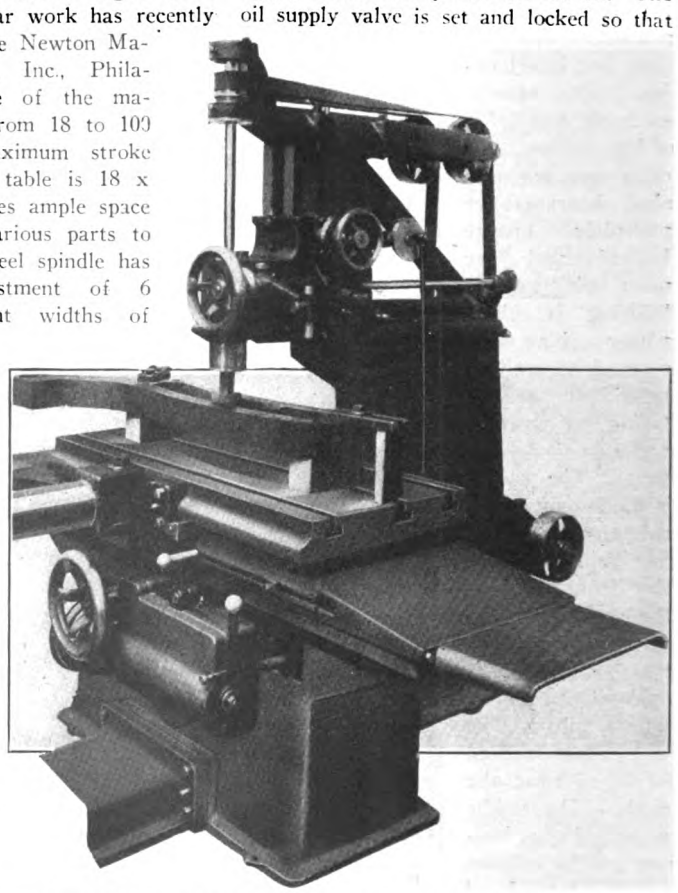
Specifications of the new machine are: Spindle diameter, 3 inches; taper hole in spindle, No. 5 Morse; travel of spindle, 23½ inches; greatest distance between face plate and outer support of boring bar, 5 feet; greatest distance from top of platen to center of spindle, 28 inches; size of platen, 24 x 54 inches; amount of cross feed to platen, 36 inches with automatic trip; and weight, approximately 11,300 pounds.

The Canadian Pacific has awarded the contract for constructing a $2,000,000 ocean pier at Vancouver, B. C.

New Grinder Is Adapted to Radius Work

A radius grinding machine particularly adapted for grinding marine engine links and blocks and similar work has recently been developed by the Newton Machine Tool Works, Inc., Philadelphia. The range of the machine is for radii from 18 to 100 inches, with a maximum stroke of 30 inches. The table is 18 x 42 inches, which gives ample space for clamping the various parts to be ground. The wheel spindle has a horizontal adjustment of 6 inches for different widths of work and is counterweighted and provided with hand adjustment. The machine is equipped with a wheel truing device mounted so that the motion of the spindle slide is available for truing the wheel.

The machine is driven by a 5-horsepower motor operating at 1200 revolutions per minute. The spindle speed is 6000 revolutions per minute, while the table has three speeds, ranging from 5 feet 3 inches to 10 feet 6 inches per minute.



A VERTICAL GRINDER DESIGNED FOR FINISHING LINKS AND BLOCKS FOR LOCOMOTIVES AND MARINE ENGINES

Use Oil-Fired Galley Cooking Range

In response to the wider use of oil in ship operation, attention has been given recently to oil-fired galley cooking ranges. One of the advantages claimed for this style of range is the reduction in time required between lighting the fire and attaining proper cooking temperature.

Moorwoods, Ltd., Sheffield, England, has brought out a galley range using oil but readily adapted for coal burning when required. Ordinarily fuel oil is used. With a range 6 feet long and 2 feet 6 inches deep, the test showed a consumption of ⅝ of a gallon of oil per hour.

The oil range is made in various sizes. It is wrought iron. The oven doors are of the drop hinged type. The equipment includes a detachable furnace, patent oil burner with air and oil inlet, rotary air compressor coupled direct to a motor, oil supply tank and duplex oil filters.

A connection made from the air supply is taken to the oil supply tank forcing the oil through a siphon pipe to the burner. In this way stoppage of the air supply automatically cuts off the oil. The oil supply valve is set and locked so that

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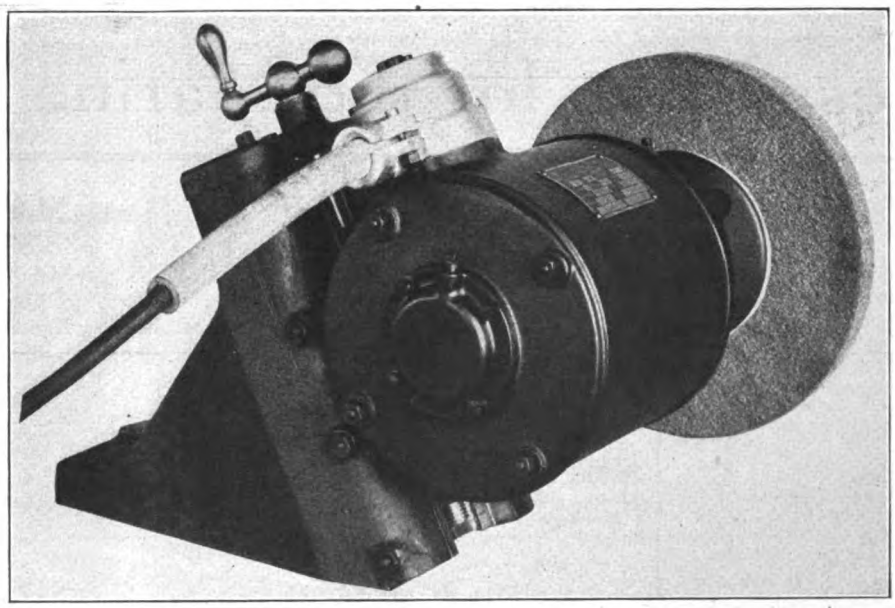
the maximum quantity of oil required can not be exceeded. When necessary to use less oil, the burner itself is adjusted by turning a hand wheel which raises or lowers the flame. The air pressure required is only 1 pound per square inch. In a recent test, a temperature of 330 degrees Fahr. was reached in 20 minutes after lighting. The temperature is easily regulated and evenly distributed so that a smaller range can be used than with coal where the heat is more intense in the center of the stove than at either end of it.



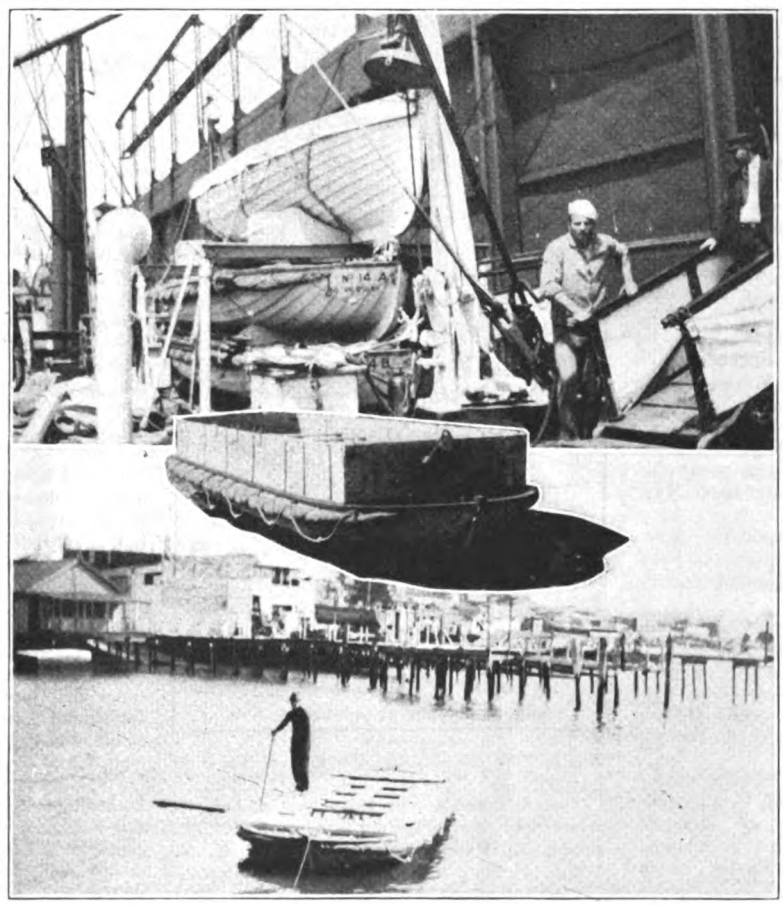
ELECTRIC GRINDER MOUNTED ON AN ANGLE SUPPORT

Builds Grinding Machine for Angle Plates

The many advantages of both horizontal and vertical adjustments have been combined without sacrificing any of the simplicity and rigidity of a single slide in the angle-plate grinder, shown in the accompanying illustration, which is built by the Van Dorn Electric Tool Co., 2978 Woodhill road, Cleveland. This machine was designed primarily to take the place of a tool post grinder used on engine lathes. The motor is adapted for grinding service, and is furnished for direct or alternating current. The normal continuous capacity of the motor is 1 1/3-horsepower with a peak capacity of 2¼-horsepower. The motor operates at 1800 revolutions per minute. The motor shaft is 1 7/16 inches in diameter through the motor and 1 inch through the grinding wheel. In a recent test of this grinder, a roll, 7 inches in diameter, was ground in an engine lathe; the roll was driven at a peripheral speed of 60 feet per minute, while the traverse feed equalled ⅛-inch per revolution of the work. In this test a grinding cut of 0.002-inch depth was maintained continuously. The Van Dorn company also has completed arrangements for the manufacture of motors of its own design for its 1, 2, 4 and 6-horsepower bench and floor grinders, buffers and other units. These motors incorporate a number of improvements, being designed especially for continuous operation. The motors are of the self-enclosed, ventilated type and their temperature will not rise above 50 degrees Cent., in 30 minutes of operation at their rated loads. They are ventilated by a large centrifugal fan which forces the air through protected openings at the rear of the motor. The diameter of the motor housing is smaller than that of the grinding wheel, which facilitates the handling of the work.

Collapsible Lifeboat Has Greater Capacity

The collapsible lifeboat shown in the accompanying illustration, rides high in the water and has high protecting sides which fold flat upon the seats when not in use, and are easily and quickly raised into position. The boats are 30 feet long and 11 feet wide, carry six cubic feet of air for each person and accommodate twice as many as the ordinary lifeboat, it is claimed. The illustration also shows three boats under one pair of davits which is an important saving of space on board ship. The upper of the three boats is an ordinary one holding 40 persons. The two lower ones are collapsible and seat 80 persons each. The seats showing in the pictures are for the oarsmen, those for the others being lower down and not showing. The oarlocks are on the top edges of the sides. The life boat is manufactured at the Neptune Boat Works, Brooklyn, N. Y.



UPPER VIEW SHOWS THREE BOATS UNDER ONE DAVIT. INSET SHOWS COLLAPSIBLE BOAT WITH HIGH SIDES. LOWER VIEW IS OF BOAT WITH SIDES FOLDED

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Business News for the Marine Trade

The Marine Salvage Corp. has been incorporated at Dover, Del., with $2,000,000 authorized capital.

Charter has been granted the Harlem Navigation Co., Inc., New York, recently organized with $140,000 capital stock.

The Coppus Engineering Corp. has been incorporated to take over the Coppus Engineering & Equipment Co., Worcester, Mass., with $500,000 capital. The incorporators are Frans H. C. Coppus, Otto Wechsberg and Linwood M. Erskine.

Incorporated with $50,000 capital, the Twin Filter Co. has been organized at Buffalo with G. W. Barker, G. Cochern and R. S. Richards as incorporators.

The American Construction & Dredging Co., Cleveland, has been incorporated by Harold H. Burton, R. D. Gottfried, S. M. Dill, D. Fay and James J. McLaughlin Jr.

The Canadian Pacific railroad plans a $2,000,000 pier and dock at Vancouver, B. C.

Increase has been made from $25,000 to $40,000 in the capital of the Lake Union Dock Co., Seattle.

Coal handling pier costing $3,000,000 is to be built at Sewell's Point, near Norfolk, Va.

The Heilman Boiler Works, Allentown, Pa., has been incorporated with $55,000 capital stock by Samuel F. Jordan and others.

The Boiler & Radiator Corp., Rochester, N. Y., has been incorporated with $30,000 capital stock by H. S. Welsh, W. F. Devendorf and others. The company is represented by C. E. Bostwick, attorney.

Work will be started shortly on the erection of a plant at Akron, O., for the Ohio Pumping Machinery Co. The plant will cost about $125,000.

The Harrison Safety Boiler Works-Cochrane Corp., Seventeenth and Clearfield streets, Philadelphia, is erecting an addition to its foundry.

The Coy Valve Co., which was recently organized, plans to establish a plant at Chehalis, Wash., for the manufacture of valves, etc.

The Seattle Chain & Mfg. Co. plans to establish a plant at Seattle and is negotiating for a site.

The Morse Chain Co., Ithaca, N. Y., is reported planning to establish a plant at Detroit.

The Burnham Boiler Works, Lancaster, Pa., plans a machine shop and foundry, one story, 150 x 300 feet, to cost $200,000.

The International Chain & Mfg. Co., Philadelphia, has been incorporated with $5000 capital stock, by George J. Campbell, Jacob Mueller and Richard L. Hunt.

The Republic Boiler & Radiator Co., Baltimore, plans a foundry and manufacturing building, one story, 60 x 149 feet, and one story, 20 x 150 feet, to cost $50,000.

The General Fire Extinguisher Co., Warren, O., plans a factory building, four stories, 80 x 200 feet.

The Milwaukee Steam Appliance Co., West Allis, Wis., has been incorporated with $100,000 capital stock, by L. E. Fiehaux, G. R. Hoffman and M. E. Engle.

The Ross Boiler Co., 3600 Shields avenue, Chicago, has been incorporated with $75,000 capital and 2000 shares of no par value, by James Ross, James A. Ross and J. F. Ross. The company is represented by Fischer, Thornton & Fischer, 714, 110 North La Salle street.

The New Hampshire Steamship Co., Portsmouth, N. H., has recently been organized at Eliot, Me., to operate steamships and barges, with capital stock of $85,000. Fernando W. Hartford is one of the directors of the new company.

The Atlantic Boston Shipping Co. has recently been incorporated at Boston for $100,000. George L. Dillaway is president and K. T. Walsh, 75 State street, Boston, is treasurer.

The Interocean Steamship Corp. has been organized recently at Portland, Me., by R. L. Johnson, M. F. Foster and A. B. Farnham.

The Portland Trawling Co. has recently been incorporated at Portland, Me.

Business Changes

On July 31, the States Marine Co., Baltimore, moved its offices from 1301-1304 Munsey building to 314 Keyser building.

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The Blake line and the Baltimore Steamship Co. have appointed Geyelin & Co. agents at Philadelphia.

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The Oriental Navigation Co., New York, has moved its offices from 39 Broadway to 17 Battery place.

* * *

The Tri-National Steamship Corp. recently moved its executive offices from New York to 88 Commercial Wharf, Boston.

* * *

New quarters have been taken by T. H. Warren & Co., Philadelphia steamship agents, who now are at 241 Municipal pier, No. 5, South Wharves, that city.

* * *

A. G. Henderson, general agent at Chicago of the Admiral line, Seattle, is now located in the Merchants Loan & Trust building, 112 West Adams street.

* * *

The United American lines has opened a branch office in Baltimore in the Maryland Casualty building. This follows the recent opening of the company's intercoastal service out of Baltimore.

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Ernest E. Johnson, Portland, Oreg., former agent for the General Steamship Corp., has organized the firm of Ernest E. Johnson & Co., to act as steamship and chartering agents. The office is at 1020-22 Board of Trade building.

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Ball & Caldwell, Drexel building, Philadelphia, foreign freight forwarders, has been dissolved as a partnership, Clarke M. Caldwell purchasing the interest of Edward J. Ball, who is to become affiliated with a Philadelphia steamship company. Mr. Clark will conduct the business under the firm name.

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The Columbian Bronze Corp. has discontinued its New York City office at 222 Fifth avenue. In the future all correspondence should be directed to Freeport, Long Island, N. Y.

Late Marine Patents

Copies of any one of these patents can be obtained by forwarding 25 cents in stamps to Siggers & Siggers, patent attorneys, National Union Insurance building, Washington, and mentioning MARINE REVIEW.

1420255—Aerial tramway, Frederick C. Carstarphen, Trenton, N. J.

1420459—Life boat, William Stewart, Newark, N. J.

1421362—Marine closet, Percy Allan, Montclair, N. J.

1421369—Submersible flying boat, Joseph Ardo, Newhall, W. Va.

1421405—Ship's log, Basil Chernikeff, London, England.

1421460—Propeller, F. L. Guillemet, San Francisco.

1421672—Deep sea sounder, William E. Clarke, Buffalo.

1421887—Method of and apparatus for raising sunken ships, Alexander Allen, Middl town, R. I.

1421890—Self-leveling stove for ships, George W. Baker, Jacksonville, Fla.

1422109—Propeller, Frank W. Lambert, Hancock, Iowa.

1422175—Ship's davit, Thomas John Carr, Newcastle-upon-Tyne, England.

1422354—Ship for transporting raw products, Hugo Greffernius, Frankfort-on-the-Main, Germany.

New Trade Publications

CLOCKS—Seth Thomas Clock Co., Thomaston, Conn., has published a 48-page illustrated booklet in which clocks of all kinds, including ship clocks, are described and illustrated. The marine clocks described are suitable for all classes of boats and vessels. These include ship's bell clocks, which are equipped with 8-day movements, and fitted in various types of cases.

GEARS—The Van Dorn & Dutton Co., Cleveland, is circulating a small 12-page illustrated booklet in which various departments of its plant are described and illustrated. These departments are devoted to industrial gear cutting, heat treating, automotive gear cutting, grinding, etc.

LABOR-SAVING EQUIPMENT — Lewis-Shepard Co., Boston, has published a 32-page illustrated booklet in which labor-saving equipment is described and illustrated. Elevating trucks, wood and metal leg platforms, self-loading barrel and case trucks, stacking machines and trailers for electric tractors are described.

HEATING AND POWER PLANT SPECIALTIES—The McAlear Mfg. Co., 1901-7 South Western avenue, Chicago, has ready for distribution a new 128-page catalog which illustrates many new devices, including an individual temperature control valve, specialties for all power plants, vacuum and vapor heating systems, oil refining and water works plants, plumbing systems and marine service, together with illustrations showing their application and use. The individual temperature control valve is self-contained and can be applied to any radiator, old or new, without additional piping other than the supply and return. When the thermostatic member is set for the desired room temperature, it automatically controls the opening and closing of the valve. The catalog contains a comprehensive detailed description of all specialties.

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